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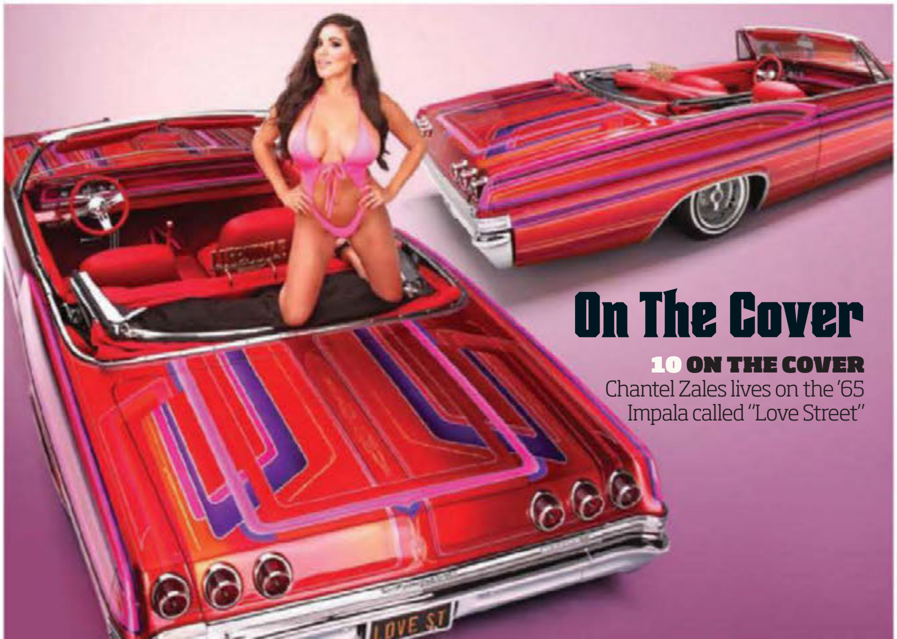

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10 ON THE COVER
Chantel Zales lives on the '65 Impala called "Love Street"

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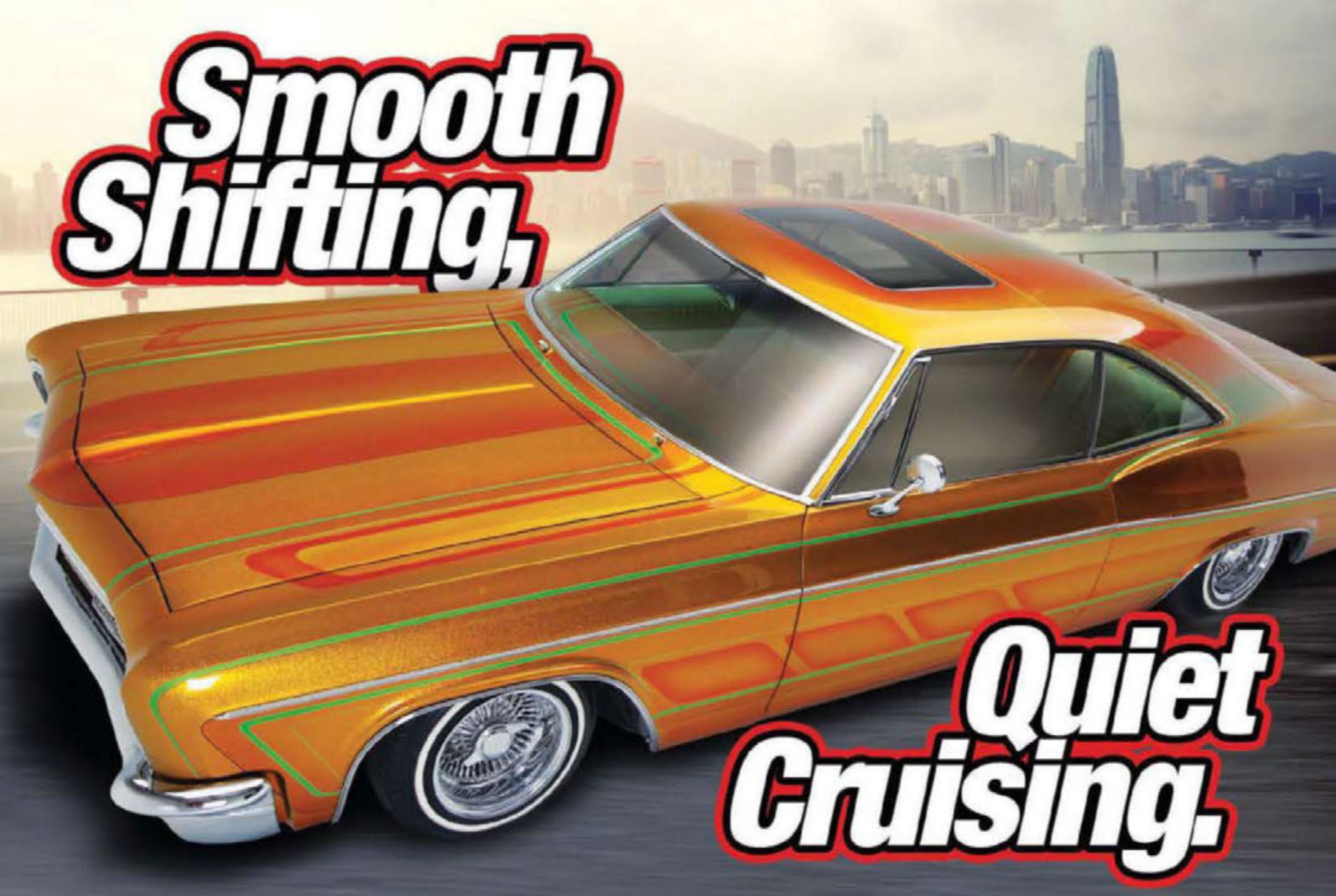
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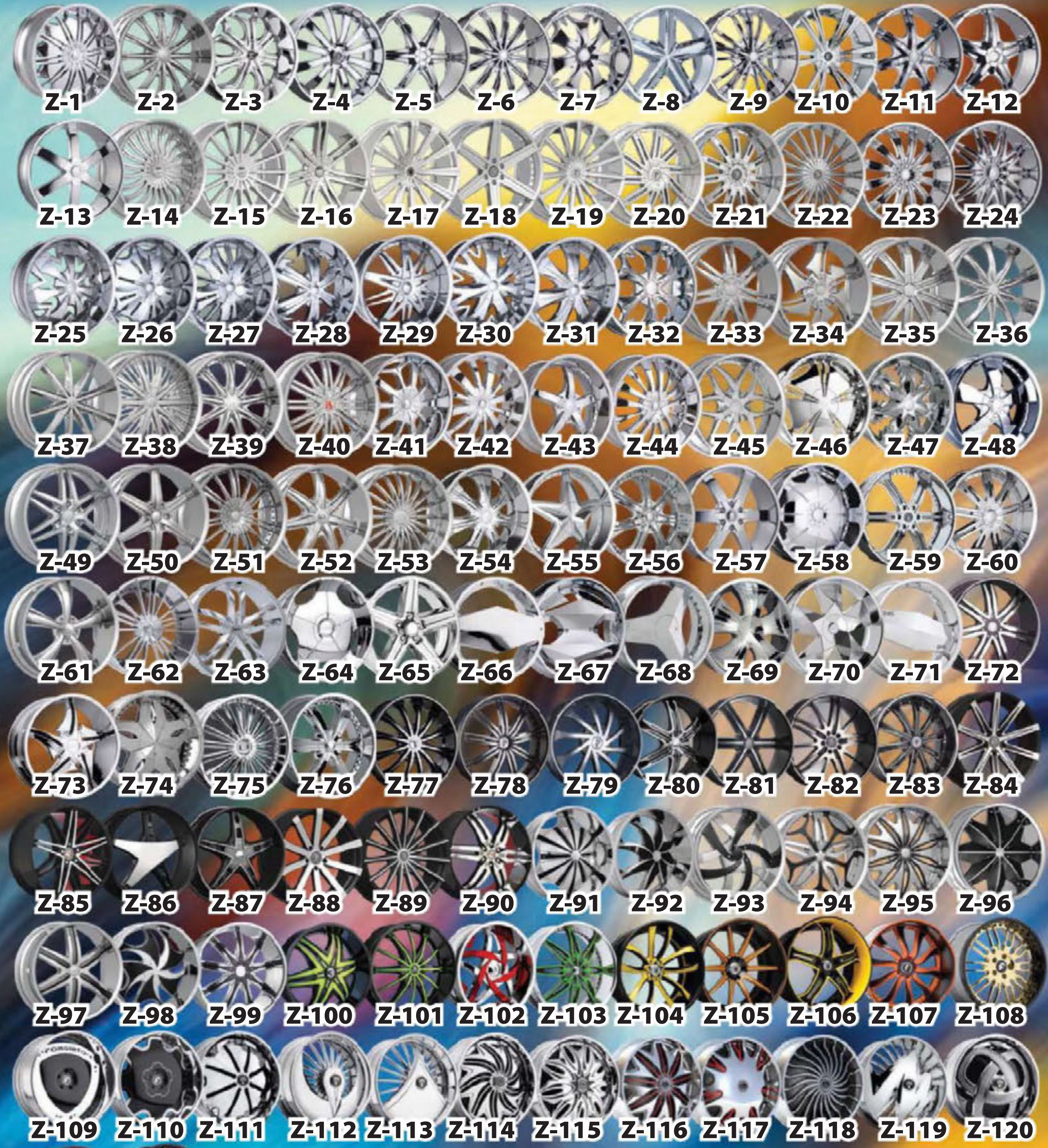
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LOVE STREET

Life on the Streets Called Love

By Beto Mendoza
Photos by Saul Vargas

MODEL

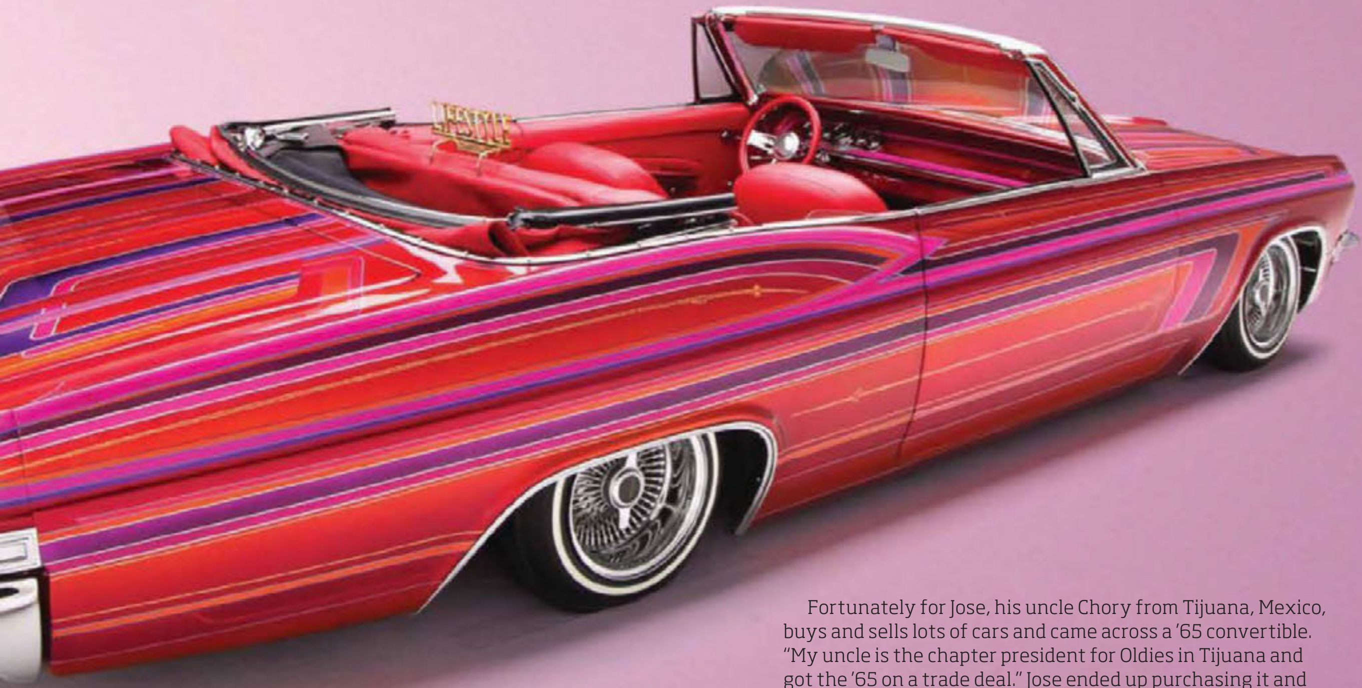
Chantel Zales

MAKEUP ARTIST: LIZA MACAWILI
WARDROBE: KANDYSHOPBIKINIS.COM

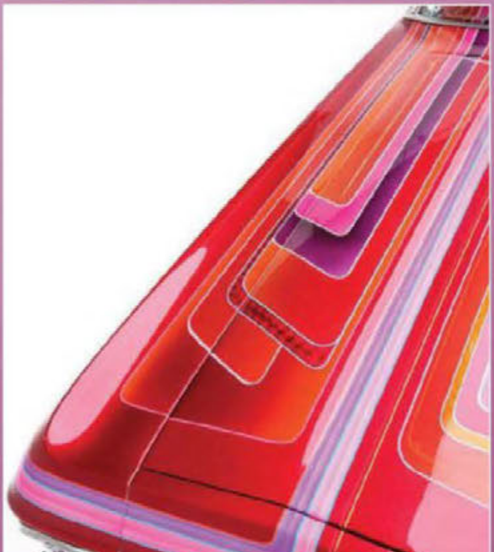
Jose Beltran from Anaheim, California, grew up in the San Fernando Valley around cars when he was young because his dad was a car guy. "My dad owned a lot of cars, but the one that I remember the most was his 1965 Impala convertible." He used to take Jose and his brother cruising around when we were younger. Even though the '65 Impala was still a work in progress, it stood more than the others to Jose.

In 1990 Jose joined the Army. "I was young and I needed to get away and go do something positive." He was stationed in Germany before being deployed to Iraq for Desert Storm. It was during that time that his dad owned the '65 and Jose had plans of purchasing it from him when he got back. Unfortunately for him and his dad, times got tough for his dad and he had to sell the classic before Jose returned from his tour.

LIFESTYLE
LOVE ST



Fortunately for Jose, his uncle Chory from Tijuana, Mexico, buys and sells lots of cars and came across a '65 convertible. "My uncle is the chapter president for Oldies in Tijuana and got the '65 on a trade deal." Jose ended up purchasing it and began to slowly work on it. He ended up painting it black with red interior. He took the car to Danny D to get some pinstriping done. "I began talking to Danny while he was doing work on my car. After talking to him, I felt I could build the Impala in



IMPALA SS
CALIFORNIA
LOVE ST

a way that I could join Lifestyle car club." This sparked the idea of tearing down his newly completed ride. "Lifestyle was a car club I'd seen at shows and always admired the quality of cars they built. I had the car done for about three months before I decided to tear it down and rebuild it." His sights were set on the goal of building a Lifestyle-inspired car. He took the car right back to Danny D to have it sanded down and repainted. Once he got it back, he put the car together and took it back to California Upholstery to have the interior redone. Before he took his car to any shows, Jose debuted his car on Hollywood Blvd. Jose was able to show his '65 at two car shows before being rear-ended. "I was leaving the second show I had ever taken my car to when I was hit in the back. I had to send the car back to

Danny D for a third time to have it fixed."

Now Jose is back on the streets again where he considers that type of scenery to be the best car show you can go to. Jose would like to thank the man upstairs, his dad who helped out a lot on the build, his mom for all the support, Danny D for always helping him out, Jorge Maldonado, Jorge Guizar, Brandon Brusca, and all his friends and club members who helped out, and Jim Morrison of the Doors for coming up with the name for his ride. "I would like to dedicate this build to my three sons Jose aka 'Happy,' David, and Danny whom mean the world to me. They are my everything." ■

TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 1965 CHEVROLET IMPALA CONVERTIBLE
VEHICLE NICKNAME: LOVE STREET
OWNER: JOSE BELTRAN
CITY/STATE: ANAHEIM, CA
CLUB: LIFESTYLE
ENGINE: 350 ENGINE WITH FLOWMASTER EXHAUST.
BODY/PAINT: DANNY D OF BALDWIN PARK SHAVED THE EMBLEMS, DOOR HANDLES, AND MIRRORS BEFORE USING MULTIPLE HOUSE OF KOLOR CANDY FLAKES PAINTS TO PATTERN OUT THE CAR
SUSPENSION: HYDRAULICS INSTALLED BY BUBBA
INTERIOR: JOSE AND HIS DAD COMPLETELY SHAVED THE DASH AND SCOTT BUILT THE CENTER CONSOLE OUT OF FIBERGLASS. IT WAS THEN TAKEN TO JOE OF CALIFORNIA UPHOLSTERY IN BELL, CA, TO STITCH THE CUSTOM INTERIOR SEATS.
WHEELS/TIRES: 14-INCH 100 SPOKES / 5.20S

[illegible]

[illegible]

TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 1964 CHEVROLET IMPALA
VEHICLE NICKNAME: ENOUGH SAID
OWNER: JOSE TREVINO
CITY/STATE: DENTON, TX
CLUB: GOODTIMES D.F.W.
ENGINE: 350 SMALL-BLOCK WITH 350 TURBO TRANSMISSION, EDELBROCK INTAKE, CARBURETOR, AND AIR CLEANER
BODY/PAINT: LEE GIBSON, MIKE TREVINO, AND JOHNNY OF DENTON FINISHED THE BODYWORK BEFORE LEE GIBSON SPRAYED THE DUPONT CANDY PURPLE PAINT. FROST CUSTOMS ADDED THE PATTERNS, LOKEY OF DALLAS, TX, PINSTRIPED IT AND JEROB FRANEA OF DALLAS ADDED THE MURALS.
SUSPENSION: IMPALA SHOP IN DENTON INSTALLED THE FIRESTONE AIRBAGS AND VIAIR COMPRESSORS
INTERIOR: A CUSTOM IMPALA STEERING WHEEL WAS INSTALLED ON AN IDIDIT TILT STEERING COLUMN. A CUSTOM CENTER CONSOLE SITS IN BETWEEN THE WHITE VINYL SEATS WITH PURPLE STITCHING AND ACC CARPET.
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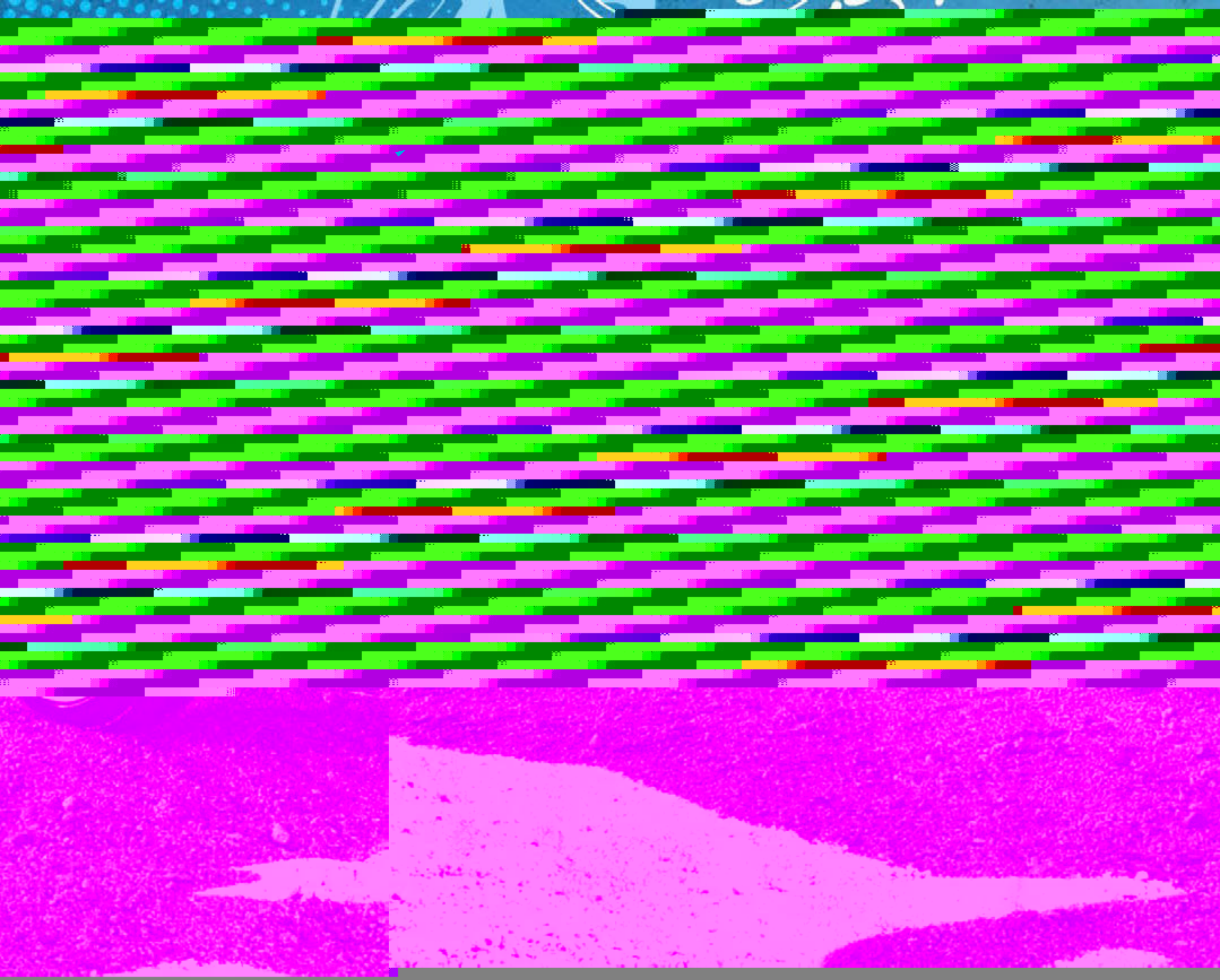

By Volo

As a young man, Ramiro Leon (known to most as "Shino") admired the lowrider cars and trucks when they cruised around in his hometown of San Luis, Arizona. Of course his influence was also rooted from older brothers, Puma and Arturo, both of whom had lowrider cars of their own.

Living in a border town, Shino had connections both in the U.S. and in Mexico to help him customize his own rides when the time came. His first ride was a 1966 Chevy Impala that had actually been given to him by Arturo. Shino worked on the car for a couple years and then later sold it to save money for a brand-new car. Shino wanted something that would have the lowrider style to it, but also the reliability of a new vehicle. He knew he would

MODEL
Nessa Marie
(@NESSA_MARIE_831)

want a car that he would own for a long, long time.

When the funds were sufficient, a 20-year-old Shino walked on down to the dealership and bought himself a brand-new 1985 Buick Regal straight off the lot. Being young and buying a first vehicle was an incredible feeling of accomplishment, Shino recalls.

As most lowriding men and women know, a stock car just can't stay stock for long ... the lowrider bug bites you and the customizing soon follows! Shino admits to starting off slow with minor modifications over the years, but around 2011 he decided to finally take his ride to the next level. Over the next two-and-a-half years, the Regal was transformed into "El Rey Azteca," the name given to the car by Shino meaning "The Aztec King." With custom tribal patterns in the paint and culturally inspired Aztec murals in and around the vehicle, the ride became a real head-turner on the streets and at car shows.

Shino thanks his lovely wife, Maribel, his father Cuco, his two brothers, and gives a special thanks to his fellow members of Mi Vida Car Club (Rene Cota, Ramon Castillo, Iram Ibarra, Mister Lefty of Main Street Tattoo, and Gil Ruiz). Shino has been the one and only owner of this vehicle and he says he will probably never sell it! ■

MI VIDA
Yuma County

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FOUR DECADES OF THE SOPHISTICATED FEW

By Richard Ochoa

orty years ago, the Arizona version of *Boulevard Nights* was cruising Central Avenue in South Phoenix. Central ran from O'Keeffe's Hamburger Stand where hoppers would challenge each other to Southern Ave where the rides would make the turn back for the cruise back up. Some went to meet girls, and some went to meet guys, but all went to see the latest break-out rides cruising Central.

Whether you were showing off your newest paintjob, hitting switches with hot batteries, or just turning up your Mind Blower speakers, it was *American Graffiti* with a Chicano flavor. A few friends that seemed to hit it off right away while cruising were the Moreno brothers Manuel, Gabriel, Tony, and friends JR Garcia, Peter Lopez, Bobby Gonzalez, Gilbert, and Tony Leon. They decided their group could make a difference in Phoenix lowriding, so they organized their group to start a car club.

Now back in the mid '70s, formalized lowrider car clubs were somewhat rare in Phoenix. In fact, as a reference, The Dukes, the world's oldest Lowrider car club was still in their teens as an established group and The Imperials had just celebrated their first decade of lowriding as a club. Today, those two organizations have a combined century of history in lowriding. For Arizona, lowrider car clubbing was very new and exciting and up to that point, you could count car clubs on one hand.

Once Manuel put their first meeting together, one of the club's first calls to action was creating a name that best represented them. Manuel Moreno took the lead of being the club's first president. And what does a good president do when it's time for tough decisions? Do what I do: get a recommendation from the wife. Manuel's wife Cindy was credited for the new name that would eventually become their brand for over 40 years. Thus, The Sophisticated Few Car Club was named.

The club was destined to become part of the Arizona lowrider landscape, and after a very successful startup in Phoenix, additional chapters opened in Tucson, Eloy, and Casa Grande. The club also opened chapters in Farmington, New Mexico, and recently Inland Empire, Califas. The Phoenix Chapter started it all. And though not everyone stood put, the lowrider legends who once flew this plaque reach near and far. The Few's hoppers and hydraulic Houdinis are still recognized today as industry masters of their craft.

Efrian Gonzalez from the Legendary Reds Hydraulics Dynasty, Frank Castillo of Frank's Custom Hydraulics, and now father-and-son team Manuel Moreno all shared ranks in the club at one time. The club also was known to have a few builders who would later become very well known in local and national lowrider circles. One of the first mini-truck legends, then called the California Raisin and later transformed to Lowrider Truck of the Year "Wrapped with Envy," Derrick Jhagroo started up his lowrider career in The Few. So did Big Mando and DeeDee from Mando's Custom Paint and Upholstery which were responsible for customizing countless Arizona lowriders, mini-trucks, and more!

Key members from the club produced one-of-a-kind customs like JR's multicolored Caprice, one of the first Arizona lowriders featured in the early days of *LOWRIDER* Magazine. Others include Bobby Gonzalez's "Bombita," Peter "Love" Lopez's "Chopped for Daze" radical '65 Impala, Sal Gonzalez's '64 original Best of Show Impala, Lupe Rodriquez's Arizona Champion '78 Cadillac, Big O's lowrider van, and Robert Casillas' "Phoenix Suns" Blazer to name a few.

The club saw its fair share of presidents. After Manuel moved to California, Peter Lopez became president. And following Peter was Sal Gonzalez. The Few's best days were in the '80s and early '90s in Phoenix. Their flagship show where their lineups would exceed 40 strong was at the Phoenix Civic Plaza. This is where Johnny Lozoya's "Super Events International" Supershows were held. This was the climax show for Arizona where lowriders were showcased inside the air-conditioned Civic Plaza Convention Center in downtown Phoenix. The show also pulled in clubs from California, Texas, and

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OC APACHE

SURF TRUCK TURNED SHOW TRUCK

By Beto Mendoza

If you were around in the 1980s, then you know about Maui and Sons. Maui and Sons was among the fastest growing businesses in America with sales reaching the $20 million mark. The Sharkman icon helped the brand become one of the most recognizable brands out at that time. The brand's creativity came from founding partner and artist Rick Rietveld whose artwork was recently featured on the cover of the February 2014 issue of *Lowrider Arte*.

The Maui and Sons brand grew so much that it overwhelmed Rick and his partner. In 1989 they felt it would be best if they sold the brand to someone that was more capable of running it. Currently Rick is a fulltime artist who resides in Newport Beach, California. Other than dedicating time to his art, Rick likes to dedicate some time to his 1960 Apache.

Rick found the Apache in Hollywood on Craigslist. "I was just looking for a beater that I could just throw my boards and bike in and not worry about it," he says. The only thing that Rick wanted to do to the truck was to reupholster the seat, but once he had the seat out, he figured he should also change the carpet. "Next thing I knew I was taking pieces off and repainting, chroming, or replacing it. I'm still tinkering with it, but that's the fun part about this."

The truck has a lot of sentimental value to Rick as he got it shortly after he got married and his autistic stepson Zack Zazfabbri helped him work on it. "It was a cool bonding experience for us because this is something that we did together. It definitely brought us a lot closer." When the truck was done, they took it to local car show and won an award. "I gave him the trophy because it made a nice little reward for all the hard work and effort he put in it too." ■

TECH SPECS

WEST TEXAS BLVD NIGHTS 2

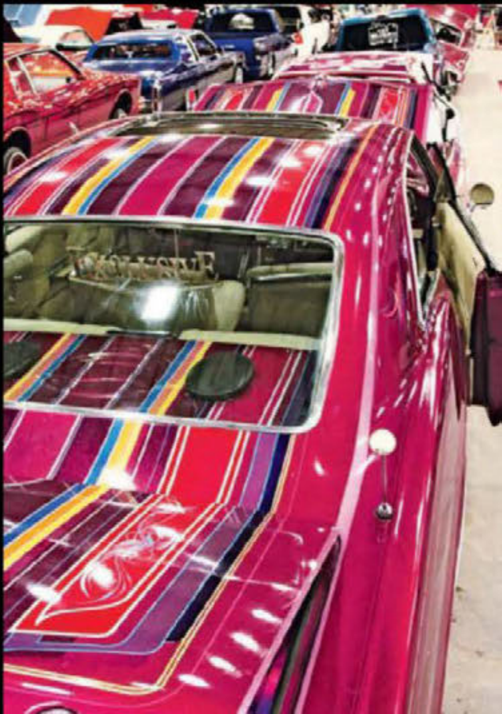
By Texas Ed Zamarron
Photos by Fernando Deanda

As you turn the pages of this newest *LOWRIDER* Magazine issue, along with the professionally captured car features and technical advice, there is also car show coverage, from the multi-page layouts of the LRM sanctioned Super Shows to the local shows and fundraisers. Yes, the "big tent" shows will leave you in awe; however, the latter can be of greater importance. The local shows gives one an opportunity to view the area's customizing best, while bringing a positive light to the lowrider sport for that community. As was the case, as Impalas Car Club Midland presented West Texas Blvd Nights 2 on July 19.

With the success of the club's first show under its belt (LRM, May 2014), the bar was raised. "We wanted to go bigger and better," mentions club rep Eric Mancha. It definitely was, as the entries substantially increased from last year's outing. And in raising the sweepstakes prize monies, more show stoppers came to compete in the Midland Horseshoe Arena. With cars displayed from the Permian Basin, Dallas, and San Antonio, the best of show results included Best Bike to Austin Rubio of Onda CC, Best Bomb to Candido and Rosa Mendoza's 1953 Chevy (Third place, 2013 LRM Bomb of the Year), and Best Car of Show honors to last year's champ, Lupe Palacios and his 1977 Monte Carlo "High Voltage," as he hopes to keep the streak going in 2015.

Once again, Wimpy's Customs, came through in presenting a crowd-pleasing hop competition. With Rollin Video capturing every measurement, the West Texas' switch masters were giving their best for a piece of the $2,000 cash purse. The top hoppers were Street Class winner Daniel Sooki of High Intentions CC, along with 2013 repeat winners Josh Mancha of Low Obsession CC in the Hardcore Street Class and Sergio

Paradise
Owner:



Anita Varvatos

PARK

PETCO PARK

SIKK BRANDY

A CONTAGIOUS TAHOE

By Josh Ching
Photos by Beto Mendoza

MODEL
Wendy Alcedo

LOWRIDER

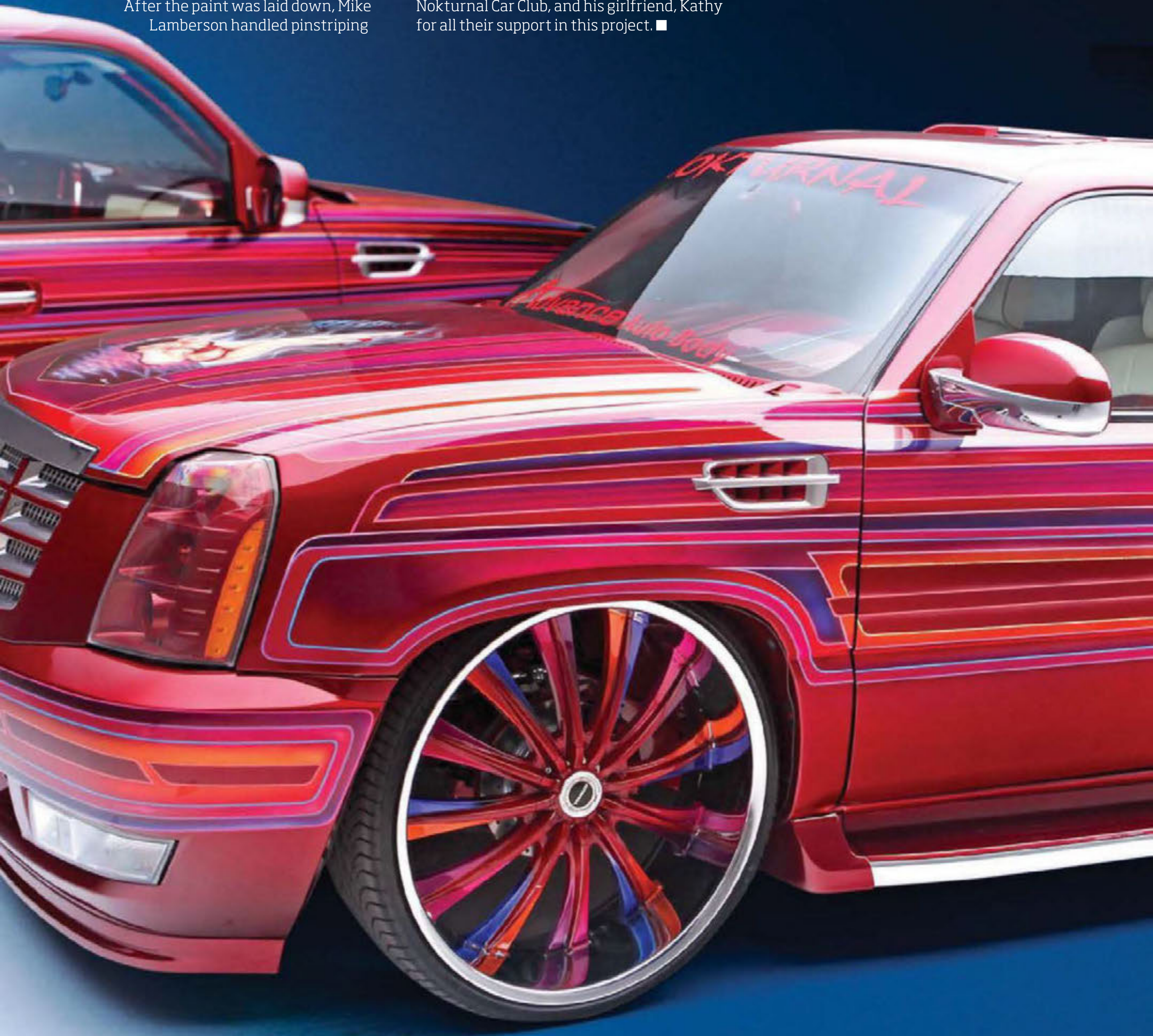
ROLL PLAYERZ

EST. 1977

Christian Diaz was first introduced to lowriders by his uncle, Luis Montellano. Attending car shows with his uncle as a child instilled a love of lowriders into young Christian. Christian dreamed of one day owning a lowrider of his own. Unfortunately fate didn't quite work out as planned as Christian would eventually find himself the owner of a 2001 Chevy Tahoe. Despite the fact that he didn't have the car he'd dreamed of, Christian decided to take what he had and build it into something he could be proud of.

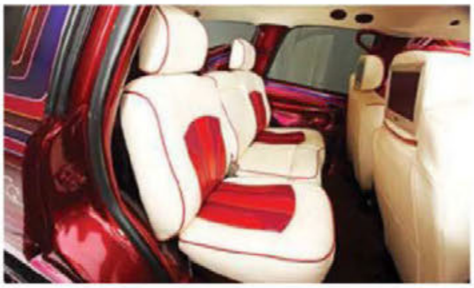
Taking his Tahoe to Advance Auto Body in Garden Grove, California, Christian had a '07 Cadillac Escalade front end put on along with some clear windows and molded quarter panels before Advance Auto Body painter, Alejandro Bakton, sprayed it down with a coat of House of Kolor Brandy Wine. After the paint was laid down, Mike Lamberson handled pinstriping duties while Eliezer did the murals. For the suspension, Christian had his Tahoe taken to MIC in Chino who put it on the airbags. Inside, Christian had California Upholstery in Bell Gardens, California, put in vinyl seats, fiberglass door panels, and a custom fiberglass center console. In the back of the Tahoe a full fiberglass interior was put in to house the sound system assembled by Advance Car Creations.

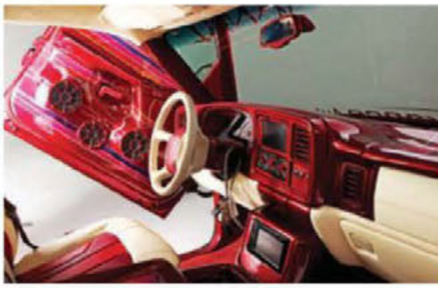
While his Tahoe may not have been exactly what he wanted at first, Christian has turned it into an award-winning ride that he can be proud of. Christian is still doing more and more to his Tahoe and he hopes that someday his own son, baby Christian Diaz, will grow up to love it and appreciate it as much as he does. Christian would like to say thanks to his father, Demetrio Diaz, his family, his friends, Nokturnal Car Club, and his girlfriend, Kathy for all their support in this project. ■

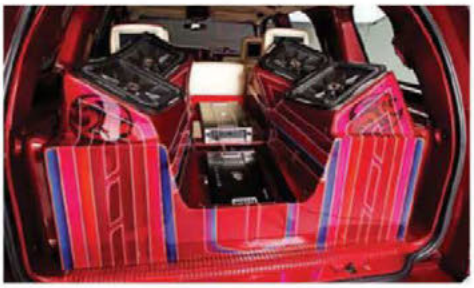


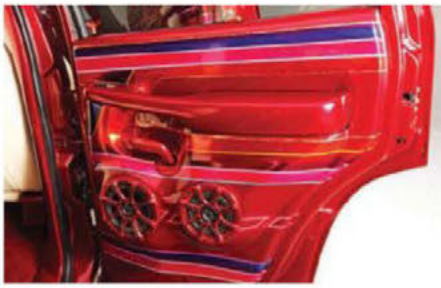
TECH SPECS

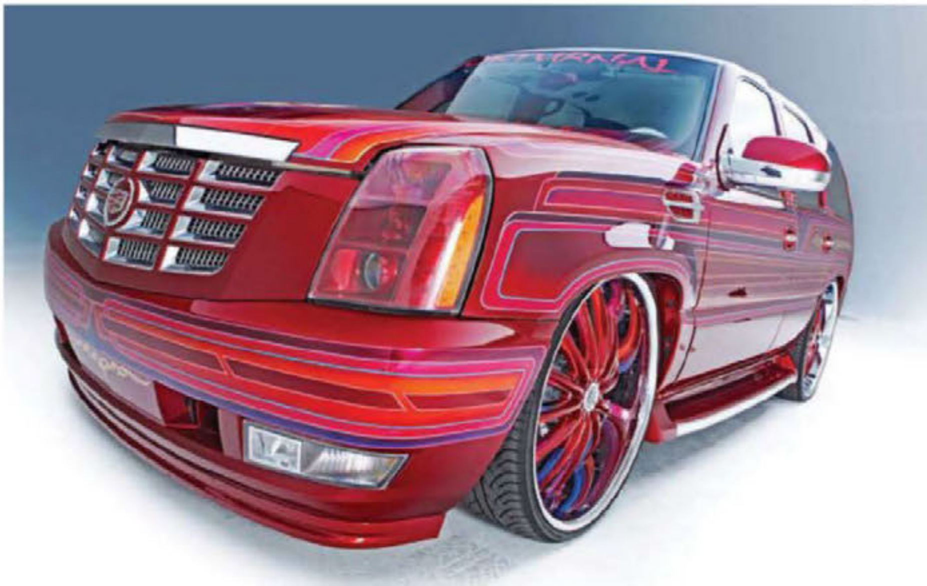
VEHICLE YEAR/MAKE/MODEL: 2001 CHEVY TAHOE
VEHICLE NICKNAME: SIKK BRANDY
OWNER: CHRISTIAN DIAZ
CITY/STATE: ANAHEIM, CA
CLUB: NOKTURNAL
ENGINE: 2001 GMC ENGINE
BODY/PAINT: HOUSE OF KOLOR BRANDY WINE, '07 ESCALADE FRONT END, MOLDED QUARTER PANELS, CLEAR WINDOWS
SUSPENSION: AIRBAGS INSTALLED BY MIC
WHEELS / TIRES: STRADA 28-INCH WHEELS / LEXANI TIRES
INTERIOR: INTERIOR BY JOE AT CALIFORNIA UPHOLSTERY. VINYL SEATS, FIBERGLASS DOOR PANELS, DASHBOARD, AND CENTER CONSOLE
SOUND SYSTEM: PIONEER SOUND SYSTEM, HYPHONICS AMPS, KICKER SPEAKERS INSTALLED BY ADVANCE CAR CREATIONS











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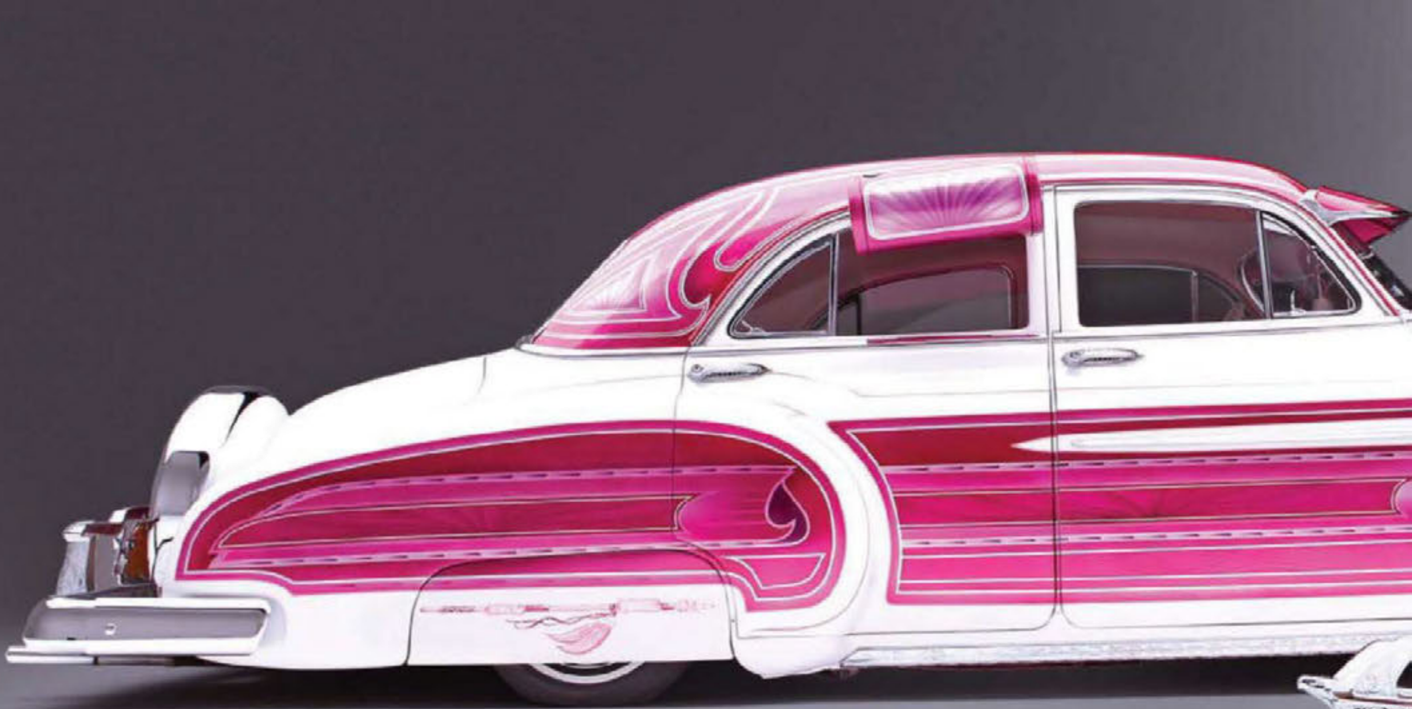
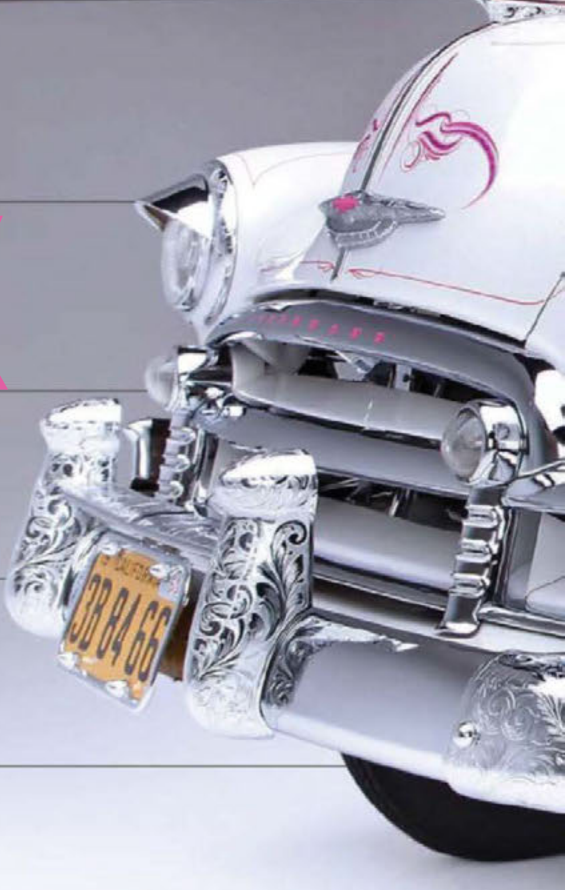


PRETTY IN PINK AND A DELUXE

By Beto Mendoza



A Very UNIQUE 1950 Chevy

Bernardo Casian of Cathedral City, California, went to his first lowrider car show in 1992. "Since then I've been wanting a lowrider, but I couldn't afford one at the time. I got into greaser cars because they were a lot more affordable than lowriders." In 2006 he bought himself this 1950 Chevy Deluxe at the Pomona Swap Meet. Halfway home after buying it, the car died on him and he was forced to tow it the rest of the way home.

The very next day he started working on it by pulling out the motor. He bagged it and began fixing it up with a greaser look. "I loved lowriders, but I just couldn't afford to build a lowrider so I went with a greaser style instead." All that changed a few years later when he met Bobby Enz, a member of Uniques Car Club. It was through Bobby that Bernardo was able change the direction of his build from greaser to lowrider.

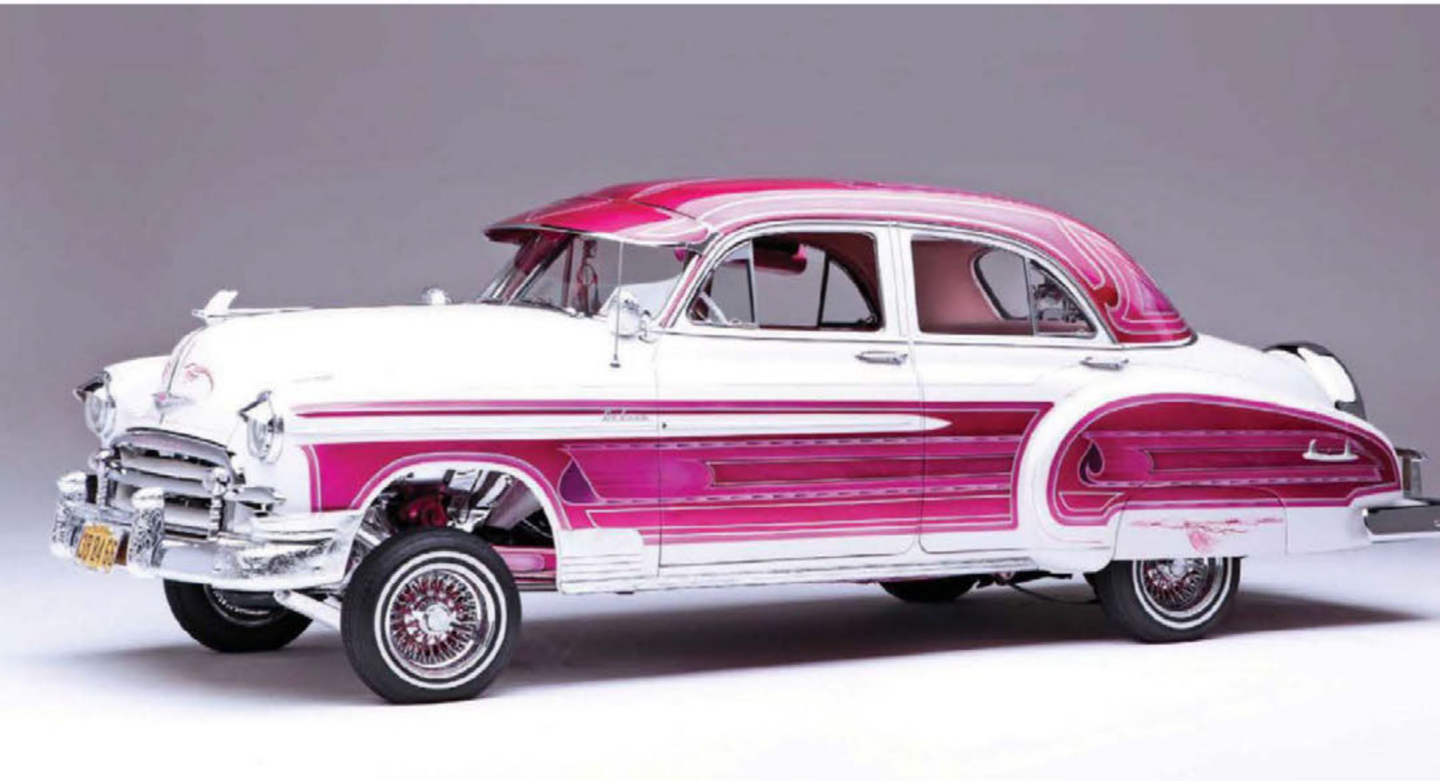
"Once I started lowriding the car, my wife took a liking to it, so I ended up giving it to her as a present on our wedding day." Having the car title under his wife's name didn't stop Bernardo from working on it. He started adding hydraulics, candy paint, patterns, suede interior, and multiple other upgrades without consulting with his wife. "She wasn't against it, she actually liked what I was doing to it." In the process of building this one, he bought a few other classic cars. One of those cars was a 1964 Impala. "That car was junk," explained Bernardo. "I couldn't do anything with it so I sold it." That Impala helped Bernardo realize that he is a bomb

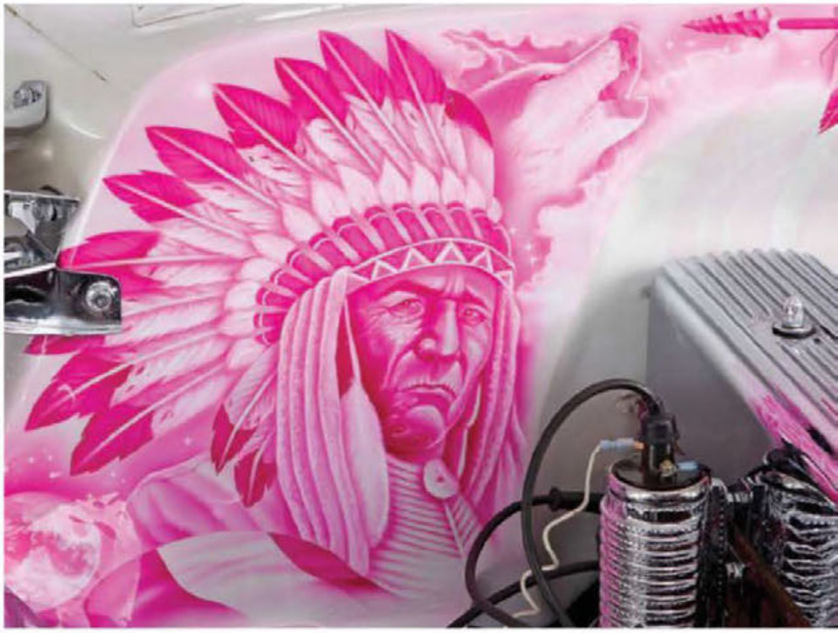
MODEL

(@NASIA_JANSEN)
MAKEUP ARTIST: SUELING MANJARREZ
WARDROBE: KANDYSHOPBIKINIS.COM

close to getting placed in the Bomb of the Year category. This was just something to do on the weekends, but I just kept at it and I think I've come as far as I'm going to go with the car, and it was a lot more than what I thought it was going to be." Currently the car has been set aside in order to build the 1950 Chevy truck that he is doing for his wife also. "We are doing that truck from the floor up, but this time she is picking everything for it. This way it's completely hers and I won't take it over like I did with this one."

Bernardo would like to thank his wife, kids, and the rest of his family, Uniques car club and Bobby Enz for always helping me work on the car. ■



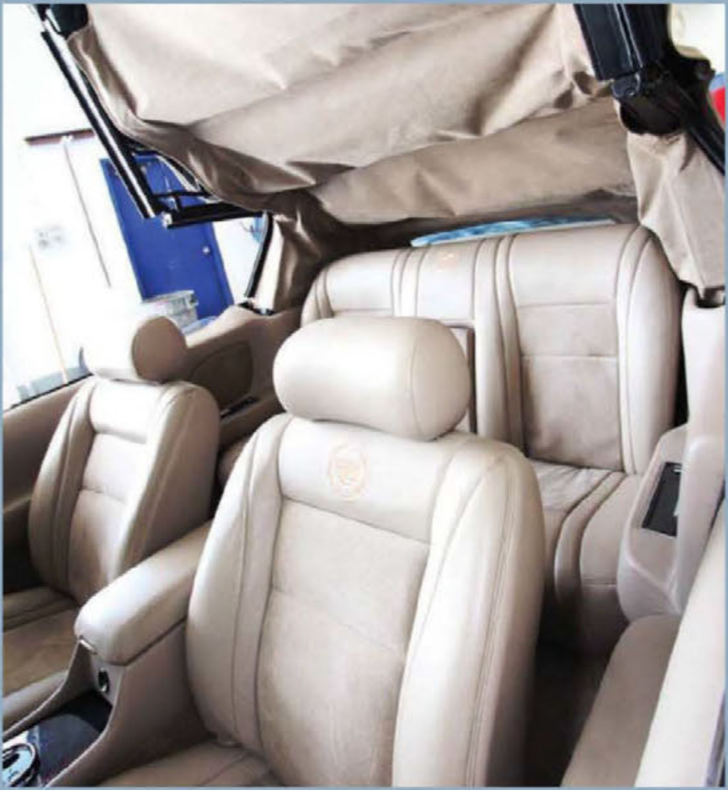


TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 1950 CHEVROLET DELUXE
VEHICLE NICKNAME: PRETTY IN PINK
OWNER: BERNARDO AND NATALIE CASIAN
CITY/STATE: CATHEDRAL CITY, CA
CLUB: UNIQUES
ENGINE: BOBBY ENZ IN BEAUMONT, CA, INSTALLED A 235 ENGINE WITH A TURBO 350 TRANSMISSION, STRAIGHT PIPES, CUSTOM HEADERS, LOKAR SHIFTER, AND ALUMINUM RADIATOR. JAIME CASTANEDA IN BANNING, CA, ENGRAVED ALL HIS PARTS WHILE OSCAR'S PLATING IN PALM SPRINGS, CA, CHROMED IT.
BODY/PAINT: PERFECT KOLORS IN INDIO, CA, USED PEARL WHITE TO PAINT THE CAR BEFORE ADDING HOUSE OF KOLOR MAGENTA PATTERNS. MIKE LAMBERSON IN RIVERSIDE, CA, ADDED SOME STRIPING BEFORE SAL ELIAS AIRBRUSHED NATIVE AMERICAN THEMED MURALS.
SUSPENSION: BOB'S CUSTOMS IN BEAUMONT INSTALLED THE TWO-PUMP WITH FOUR OPTIMA BLUE TOP BATTERIES. EXTENDED AND MOLDED A-ARMS AND ABS DISC BRAKES WERE ALSO INSTALLED.
INTERIOR: VICTOR IN INDIO USED TWO-TONE LEATHER AND SUEDE FOR THE CUSTOM INTERIOR. AUTO METER CUSTOM GAUGES WERE ALSO INSTALLED.
SOUND SYSTEM: BOB'S CUSTOMS IN BEAUMONT INSTALLED A SOUND STREAM HEAD UNIT MONITOR TO POWER THE TREO AMPLIFIER THAT PUSHES THE 12-INCH KICKER AND THE PAIR OF JVC 6X9-INCH MIDS.
WHEELS / TIRES: 13-INCH CROSS-LACE ZENITHS / COKER 5.20S

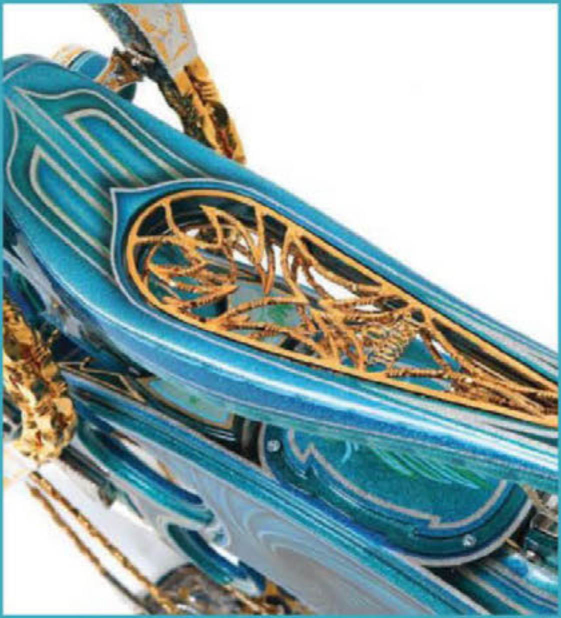
conversion, the Cadillac sedan was eventually transformed into a coupe ragtop. The conversion was so clean it looked as though this car had actually rolled off the Cadillac assembly line as such! Keeping in with Cadillac's styling, Spanky had his interior look equally impressive. The shifter was relocated to the center console and tan and suede line the entire upholstery, from the floor to the headliner.

Spanky would like to thank all those who helped him with this build, including God, his wife and kids, his friends Juan, Johnny, and Anthony Harrigan, and the entire family of Hu$tler$ Car Club. ■



‘TWISTED

2014 LOWRIDER BIKE OF THE YEAR



TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 2014 TOYSHOP
VEHICLE NICKNAME: TWISTED TOY
OWNER: MIKE LINVILLE
CITY/STATE: FORT LAUDERDALE, FL
CLUB: NOBILITY
BODY/PAINT: THE ALL ALUMINUM FRAME WAS CONSTRUCTED WITH 3D PIECES, ADJUSTABLE RAKED NECK, AND FULLY TIG WELDED BY PMF CUSTOMS. MO'S IMAGE CUSTOMS IN MIAMI, FL, USED ORIENTAL BLUE AND TEAL HOUSE OF KOLOR CANDY TO PAINT THE BIKE. MO ALSO TOOK CARE OF ALL THE STRIPING. JONATHAN PANTELEON IN UNION CITY, NJ, AIRBRUSHED THE TWISTED VINTAGE TOYS MURALS. HERNAN D'ALOIA OF ENGRAVE IT INC. IN ONTARIO, CA, ENGRAVED EVERYTHING, WHILE HIS PARTNER WOODY CHROME PLATED EVERYTHING. CANADIAN METAL FABRICATOR DTWIST SUPPLIED MULTIPLE TWISTED PARTS TO THE BUILD.
SUSPENSION: MIKE BUILT A LINEAR ACTUATOR INTO THE FRAME OF THE BIKE TO LOWER AND RAISE IT
INTERIOR: PASCAL OF HOLLYWOOD RIFF RAFF IN LOS ANGELES HAND-TOOLED THE LEATHER SEAT WITH A LIZARD INLAY
SOUND SYSTEM: MIKE INSTALLED THE IPHONE, TABLET, AND SPEAKER SETUP
WHEELS / TIRES: CUSTOM 20-INCH TOYSHOP WHEELS WITH SPOKES BY DTWIST / SCHWINN WESTWIND TIRES

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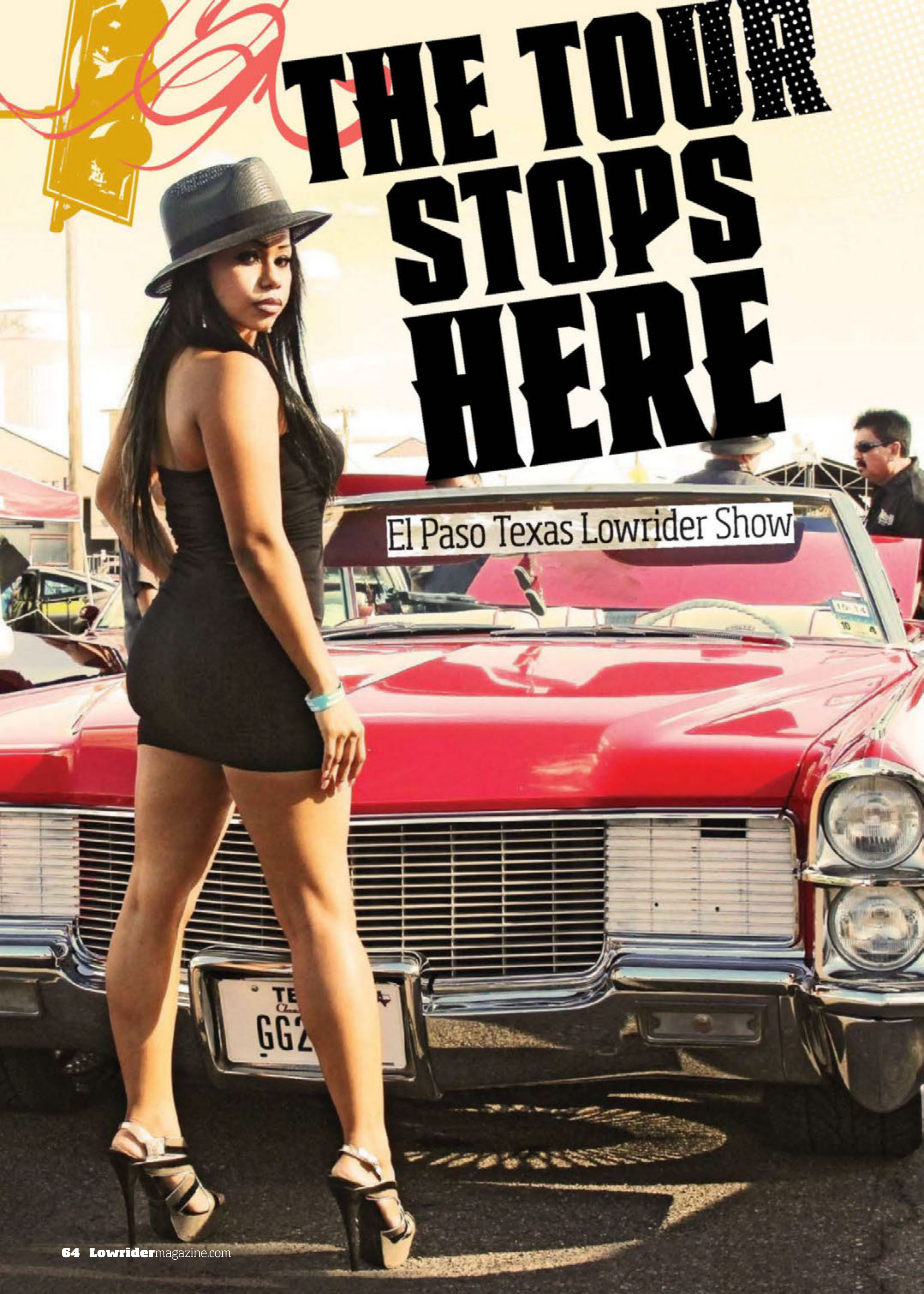
El Paso Texas Lowrider Show



RESERVED
PARKING
CLASSIC
CARS

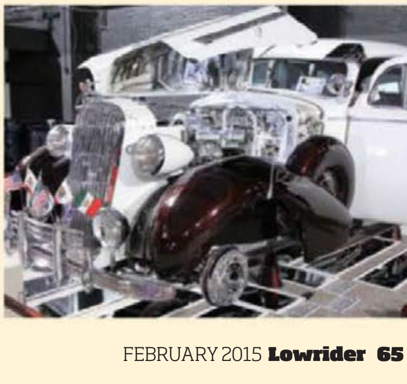
By Joe Ray
Photos by EPT Cruising

El Paso was the last stop for the 2014 *LOWRIDER* Magazine car show tour and it would qualify what would be the potential titleholders of the 2014 Lowrider champions. The Summer Meltdown at the El Paso Coliseum displayed over 300 customs and classics, which all met in Chuco, Texas.

The LRM sanctioned event was hosted and produced by Reloaded Talent & NLB Promotion LLC. Promotions Manager Sixx managed the event with help from Texas' own Mando Espinoza and Veronica Mendez of EPT Cruising.

This Saturday day-and-night show featured a car show, concert, exhibition, and hop that entertained the crowd well into the evening. Stage Manager Andy Herrera hosted the concert featuring Rigo Luna of Nu Flavor, MANN, and Old School Artists L.A.D. singing their hit "Ridin Low." Vendors also graced the show grounds, including Willie of Old School City, Krazy Kutting, and the traditional fiesta foods and aqua frescas.

With this show being the final chance to go for the gold in Vegas, potential challengers traveled to El Paso to ensure a place in the 2014 championship circle. Best of Show Bike winners were Mando Romero taking Third, John Twitty with Second Place, and Austin awarded Best of Show Bike. Best of Show Trikes were Rey Mallado in Third Place, Jordan Sanchez taking Second Place, and John Twitty winning overall Best of Show Trike.



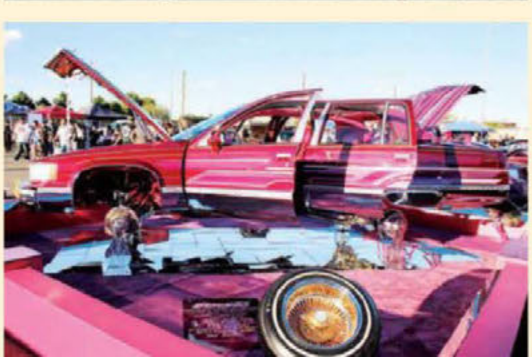
Best of Show Traditional was awarded hands down to Ken Jacquez and his 1964 Impala from Prestigious Car Club. Best of Show Bombs were awarded to Third Place winner Richard Berandez and his '46 Fleetline. Lowrider Hall of Famer and Oldies Car Club President Ricardo Alvarado broke out with his 1936 Buick showing top to bottom and taking the Second Place honors. Best of Show Bomb was awarded to veteran builder Stacy Stewart of 1st Impressions Car Club and his Radical Tangerine candy '39 Chevrolet.

Best of Show trucks proved to qualify new and old familiar faces of the LRM shows. Third Place went to Victor Lopez. Second Place was awarded to Big V Sandoval of Xplizit CC with his 2002 Dodge Ram and Fabian Villareal of Rollerz Only who brought out a blast from the past with the all-new rebuilt and designed Pure Insanity! This truck was a crowd pleaser back then and it didn't skip a beat in its re-debut.

Traveling from Arizona, David and Richard Alvarado and company of United Car Club brought out some nice rides and Gilbert Garza secured the Third Place Best of Show Car with his 1973 Monte Carlo. Second Place was awarded to Fred Real of Prestigious CC with his show favorite '67 Impala, and First Place Best of Show was awarded to Bobby Garza of Goodtimes CC with his rebuilt and rebooted G-Body 1987 Cutlass. The brilliant red flake could be seen for miles and time back at the shop paid off for challenging his competition from the previous year. Explizit Car Club was awarded most members and Modern Times received Best Club Display.

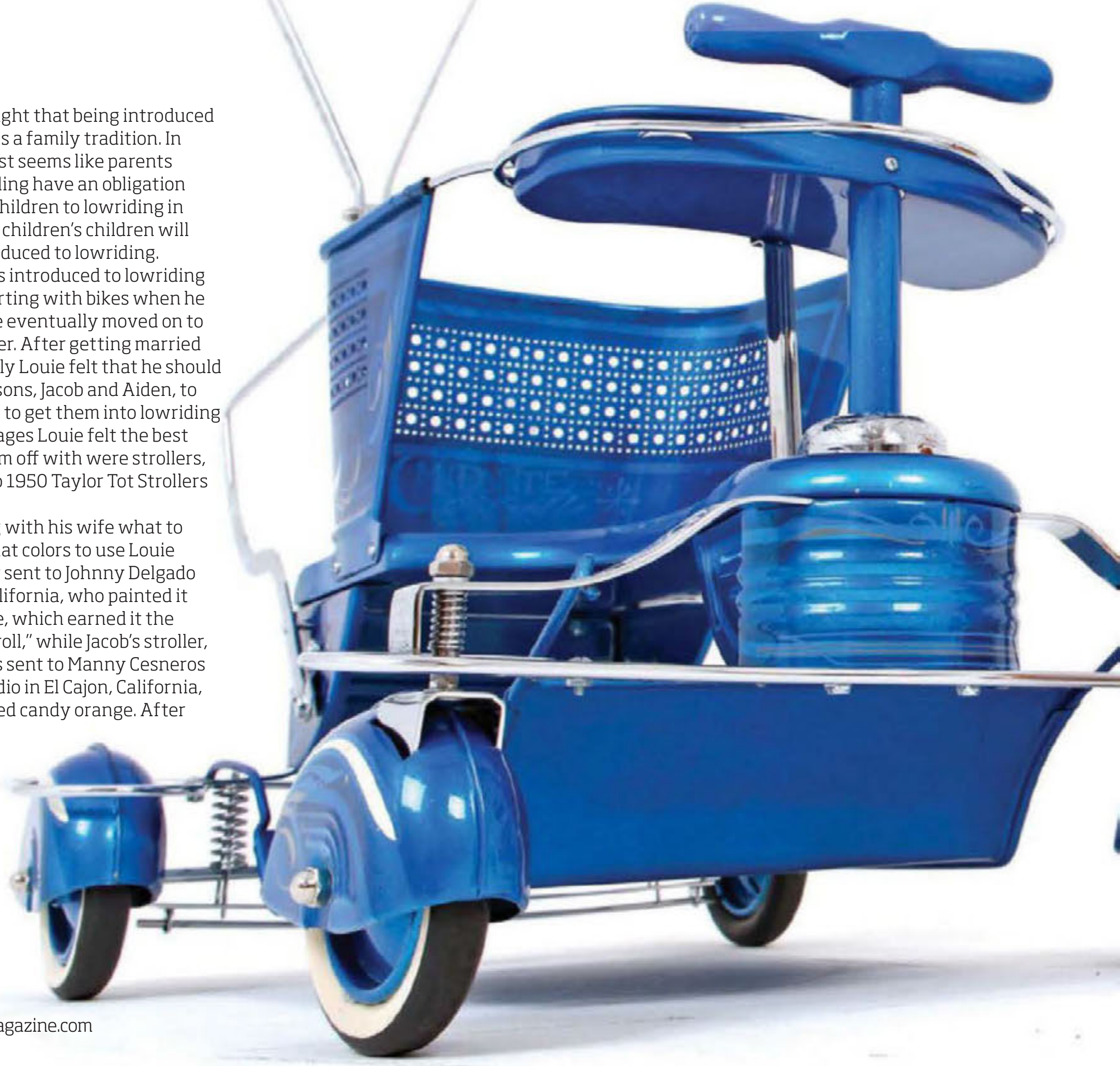
We would like to thank Sixx and his staff at Reloaded Talent & NLB Promotion LLC for producing the El Paso Summer Meltdown car show. As always, El Paso was a great place to visit. The culture, cars, and people are always a pleasurable experience in the Lone Star State. ■

TEXAS
EL PASO



Strolling into the Lowrider Life

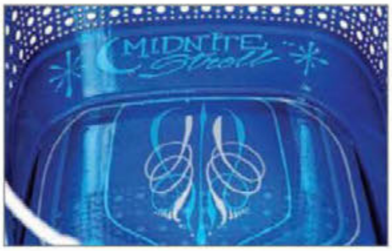
By Josh Ching
Photos by Beto Mendoza

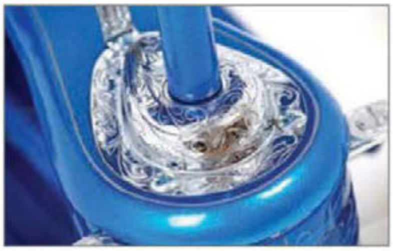


I've always thought that being introduced to lowriding was a family tradition. In some cases it just seems like parents who are into lowriding have an obligation to introduce their children to lowriding in the hope that their children's children will eventually be introduced to lowriding.

Louie Castro was introduced to lowriding at an early age. Starting with bikes when he was younger, Louie eventually moved on to cars as he grew older. After getting married and starting a family Louie felt that he should introduce his own sons, Jacob and Aiden, to lowriding. Wanting to get them into lowriding gradually and in stages Louie felt the best project to start them off with were strollers, so he picked up two 1950 Taylor Tot Strollers from eBay.

After discussing with his wife what to name them and what colors to use Louie had Aiden's stroller sent to Johnny Delgado in Spring Valley, California, who painted it a coat of candy blue, which earned it the name "Midnight Stroll," while Jacob's stroller, "Sunset Stroll," was sent to Manny Cesneros of CSNRS Color Studio in El Cajon, California, where it was painted candy orange. After

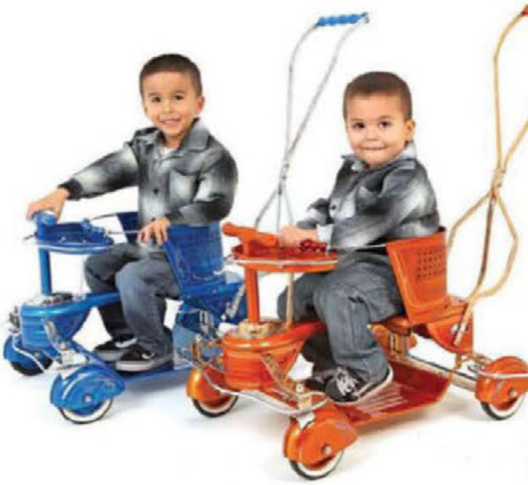




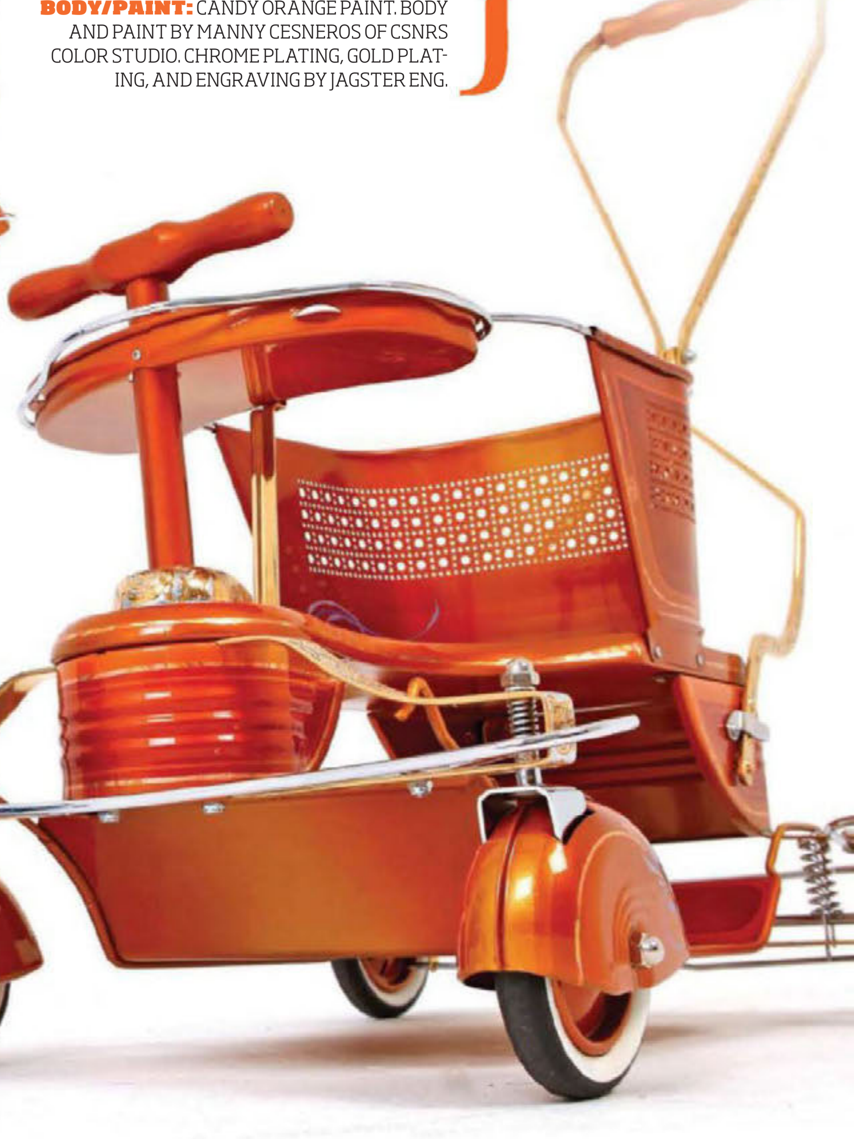
both strollers received their new paintjobs they were then given to Manny for pinstriping.

To add some more flash to his sons' strollers, Louie decided to have them engraved. Wanting to make sure he would get high-end work, Louie took the strollers to Jagster Engineering for engraving duties. After seeing the work done to Aiden's stroller Louie was impressed, however, he wanted to see if Jagster was capable of outdoing itself so he had the guys there do a special two-tone engraving on Jacob's stroller using both gold and chrome plating.

Louie says that his sons love their strollers and are always excited to go out with them because of all of the attention they get. Louie hopes that his sons will still be interested in lowriding when they grow older, and has plans to do bicycle builds and eventually car builds with them when they are old enough. Louie would like to thank all those involved in building his sons' strollers for all their hard work and support. ■



VEHICLE YEAR/MAKE/MODEL: 1950 TAYLOR TOT STROLLER
VEHICLE NICKNAME: SUNSET STROLL
OWNER: JACOB CASTRO
CITY/STATE: SAN MARCOS, CA
CLUB: DUKES, SAN DIEGO CHAPTER
BODY/PAINT: CANDY ORANGE PAINT. BODY AND PAINT BY MANNY CESNEROS OF CSNRS COLOR STUDIO. CHROME PLATING, GOLD PLATING, AND ENGRAVING BY JAGSTER ENG.



VEHICLE YEAR/MAKE/MODEL: 1950 TAYLOR TOT STROLLER
VEHICLE NICKNAME: MIDNITE STROLL
OWNER: AIDEN CASTRO
CITY/STATE: SAN MARCOS, CA
CLUB: DUKES, SAN DIEGO CHAPTER
BODY/PAINT: CANDY BLUE PAINT. PAINT AND BODYWORK BY JOHNNY DELGADO. PINSTRIPING BY MANNY CESNEROS OF CSNRS COLOR STUDIO. ENGRAVING BY JAGSTER ENG.

Samson true dual crossover headers, Kess-Tech pipes, a 1.25-inch lowering kit up front and an air-ride suspension to the rear along with CycleSmiths floorboards, an HD low-profile tank dash, Freight Train nacelle headlight and passing lights, bullet-style blinkers, and Thunderbike Beachbar 32 handlebars.

Not liking the rivets on the tins, Sky had them stretched before sending them off to be painted. Starting with a two-tone basecoat, Sky had Siggi Zimmer of Experience Colours handle the gold-leaf plating, pencil drawings, and lettering. As a huge fan and collector of Brian M. Viveros' art and wanting his bike to have a Dia de los Muertos theme to it, Sky reached out to the artist and got permission to use Brian's piece, "Viva La Muerte" as the basis for the artwork on the side of the gas tank.

After six months of hard work, Sky's bike, "La Catrina" was finished and the result was a rolling piece of art that exceeded even his expectations. Since its completion, La Catrina has been making big waves over there in Europe. Sky says that wherever people see it on the road they are always stopping him so that they can take pictures of his bike or ask him questions about it or compliment him on it.

Sky would like to thank Siggi Zimmer, Waldi, and the team over at Bikershop-Bittner for their hard work and for making him feel like a part of the team. Sky would also like to thank Brian M. Viveros for his support as well as Andi Selent and his wife for making this project possible. ■

TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 2003 HARLEY-DAVIDSON SOFTAIL HERITAGE CLASSIC ANNIVERSARY
VEHICLE NICKNAME: LA CATRINA
OWNER: ANDY, AKA "SKY"
CITY/STATE: FRANKFURT, GERMANY
ENGINE: '03 TWIN CAM 88CI, KEIHIN CARB, BS CUSTOMS CHROME, BIKERSHOP-BITTNER AIR CLEANER, HD IGNITION, SAMSON INC. HEADERS, KESS-TECH ESM2 SLIP-ONS, ROCKETTAILS, MUELLER MOTORCYCLE AG POWER CLUTCH
BODY/PAINT: '03 SOFTAIL HERITAGE CLASSIC FRAME, FENDERS STRETCHED, AND CLEANED BY BIKERSHOP-BITTNER. PAINT BY SIGGI ZIMMER.
SUSPENSION: THUNDERBIKE PROGRESSIVE SUSPENSION DROP-IN KIT, THUNDERBIKE AIR-RIDE SUSPENSION KIT, HD SWING ARM
WHEELS/TIRES: DNA MAMMOTH SMOOTH SPOKES / VEE RUBBER 120/70/21 WHITEWALLS
INTERIOR: HD SEAT

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A solid foundation is important in any structure, and in order for a car club to endure a long tenure its foundation is equally as important. Boasting a friendship that spans many years, Anthony Montolla and Edgar Naeter from Globe, Arizona, decided to start Mi Vida Car Club back in 1992. Ironically, Mi Vida was not their first choice for a car club name. One day Anthony was browsing through a *LOWRIDER* Magazine and came across an article on a featured vehicle. At the end of this impactful article it said, "Mi amor, Mi carro, Mi vida." From that moment on Anthony knew his car club name would be "Mi Vida."

Anthony and Edgar never anticipated that Mi Vida would grow into a multi-chapter car club. In 1997, "Mi Vida" expanded into its second chapter after meeting Gill Ruiz at a local car show in Yuma, Arizona. From that point on they established a structure to go by and also decided that their club colors would be brown and gold. They chose brown in order to represent "la raza." After that they continued to open up chapters in different cities, counties, and states. They now have chapters in Chandler, Arizona; Pinal County; Las Vegas, Nevada; Texas; California; and in San Luis, Mexico. Within these chapters a hierarchy was set forth to include a president, vice president, a secretary, treasurer, and a sergeant at arms.

The club does not impose any dues on its members, but everyone pitches in to help cover costs for events. In many cases, Mi Vida Car Club has been around longer than some of their members. Many fathers and sons join the club, eager to get their custom car project completed so they too can have the privilege of flying their plaque. They in turn demonstrate that they share the same passion, outlook, and family values as the other proud members before them so that they can also practice the tradition.

Since its induction, Mi Vida Car Club has had a little over 20 years in existence, and is still going strong. They continue to promote lowriding positively and focus on making new memories after every show, every build, and always with family at the heart of it all.

They would like to thank Bugs from Arizona for designing their car club plaque, Mr. Lefty from Main Street Tattoo, Erick from EZ Cruzer and staff, Chofis from Chivas Body Shop, and

the ladies of Mi Vida Car Club. By far, the deepest thanks would go to Anthony Montolla and Gill Ruiz for being great mentors, motivators, and most importantly for establishing Mi Vida Car Club as one big family. Last but not least, they would also like to thank *LOWRIDER* Magazine for featuring not only their vehicles, but the entire club as an extended family. It can be said that they live the good life of their chosen club and its respected name.■

car because of the history and memories he had with the car. He made sacrifices to purchase the ride even though he was unemployed at the time. Shawn purchased the car for $3,700 without physically seeing the car. It had definitely seen better days by the time Shawn got it back. The car had no windows and was built more hot rod style with powdercoated bumpers and all of the chrome blacked out. Shawn knew that he wanted the car back to its factory style, but with that lowrider feel.

The car had to be taken down completely, but Shawn was up to the task as you can see by its current state. Shawn completely redid the interior in his garage and has collected many NOS accessories over the years. He is always looking for as many NOS "in the box" accessories as he can and will drive hours to pick up those accessories that can't be shipped. The motor is still in original condition and has never been rebuilt with the odometer just turning to a little over 108,000 after 62 years on the road.

Now with "Jefe '52" in cruising condition, Shawn along with his wife Liliana and son Junior, cruise his ride to events all over Las Vegas. We asked Shawn what the plan was now that the car is pretty much complete; he replied, "The plan is to give it to Junior," who is now 9 years old. Shawn wants to take the car back down and redo it with the help of his son and give him the keys on his 16th birthday. The bonding time between father and son will help preserve this ride to be enjoyed for many more years to come.

Shawn would like to thank his wife Liliana for standing behind him and understanding his passion, not to mention all of the late nights of searching for parts or in the garage working on his ride. ■

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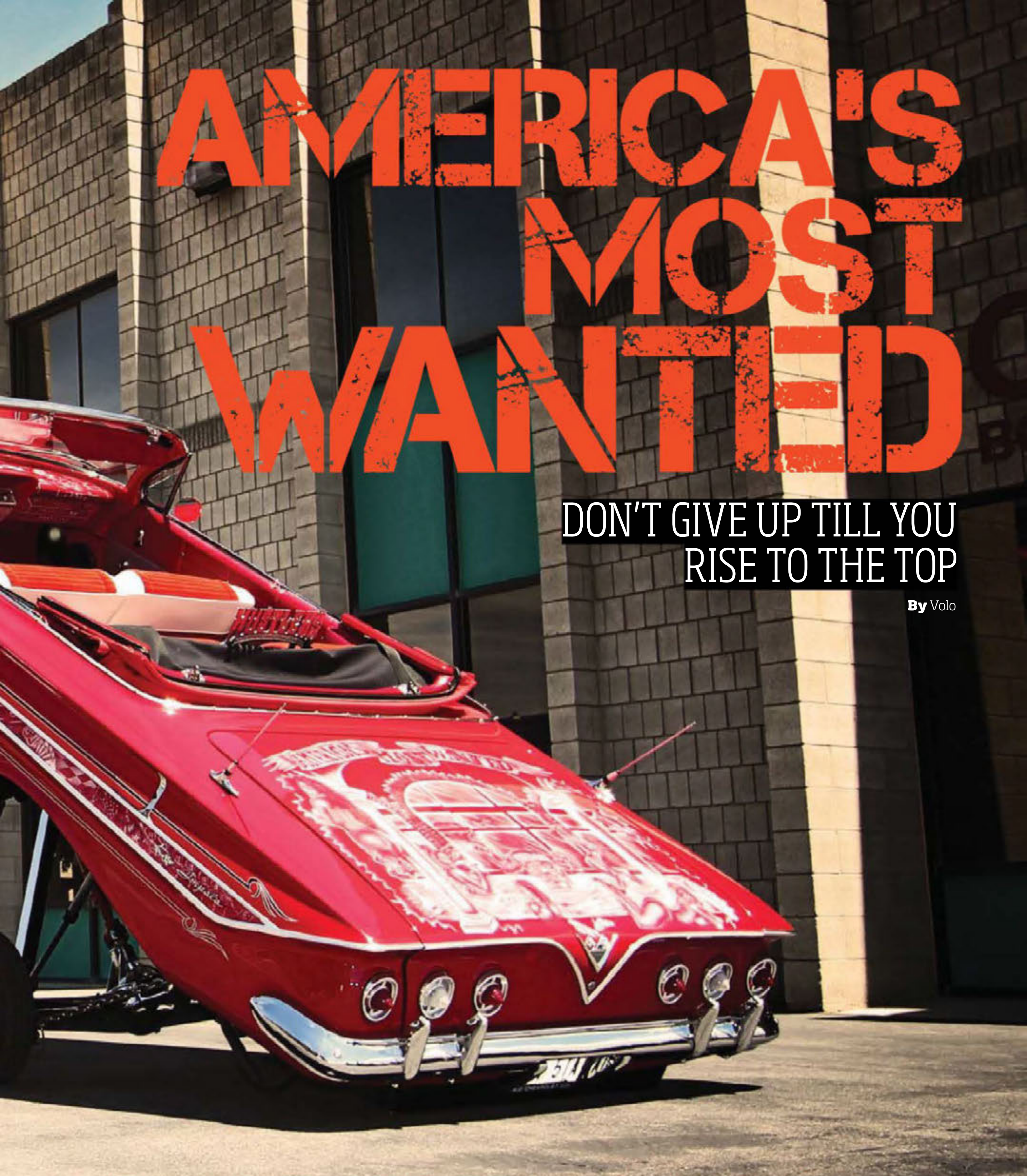
MODEL

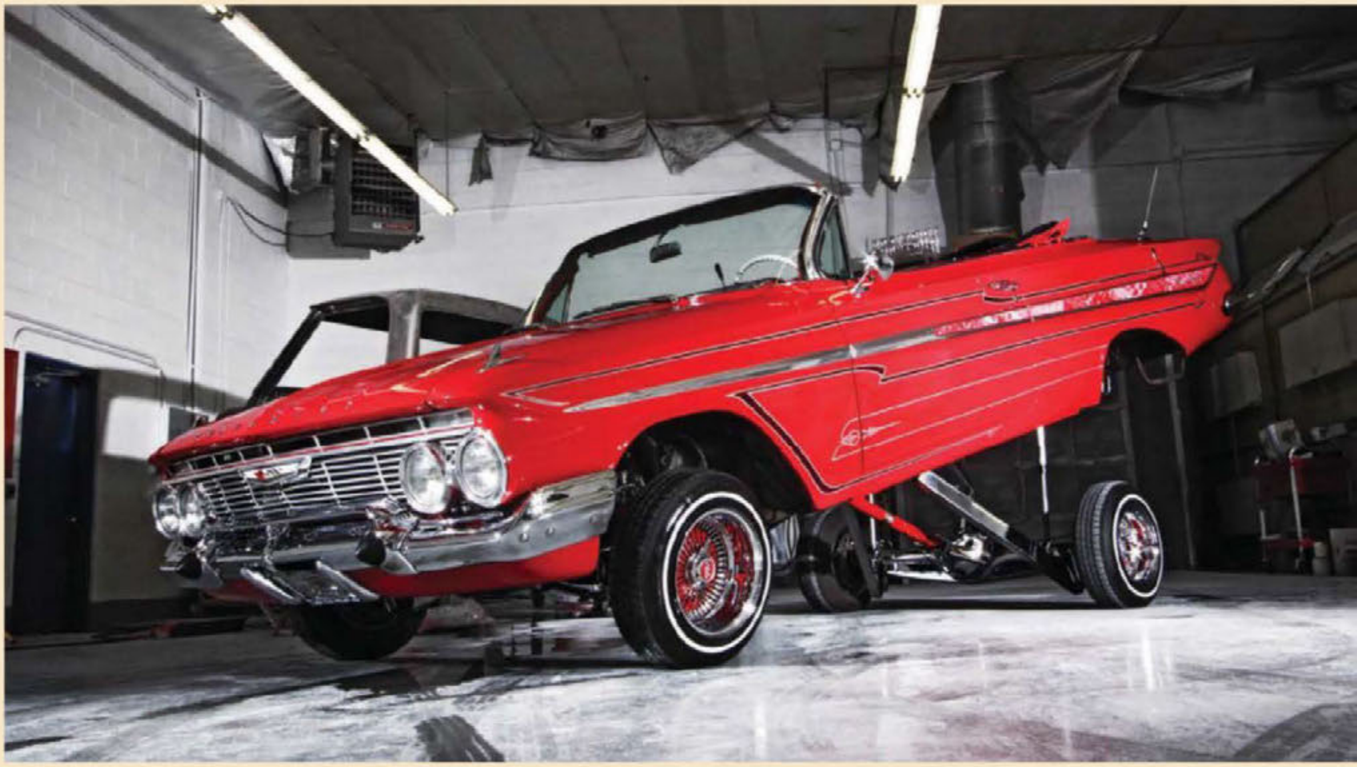
MAKEUP: ANGEL BARRERA

AMERICA'S MOST WANTED

DON'T GIVE UP TILL YOU RISE TO THE TOP

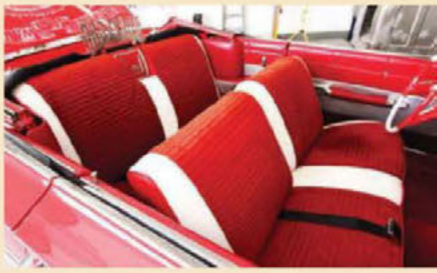
By Volo

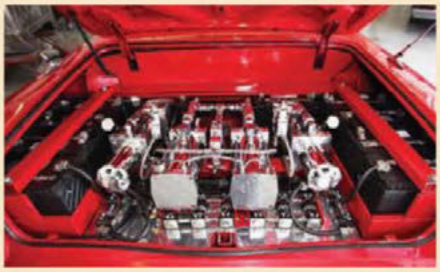


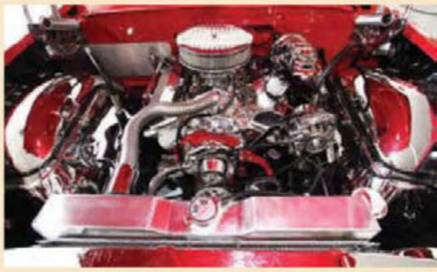


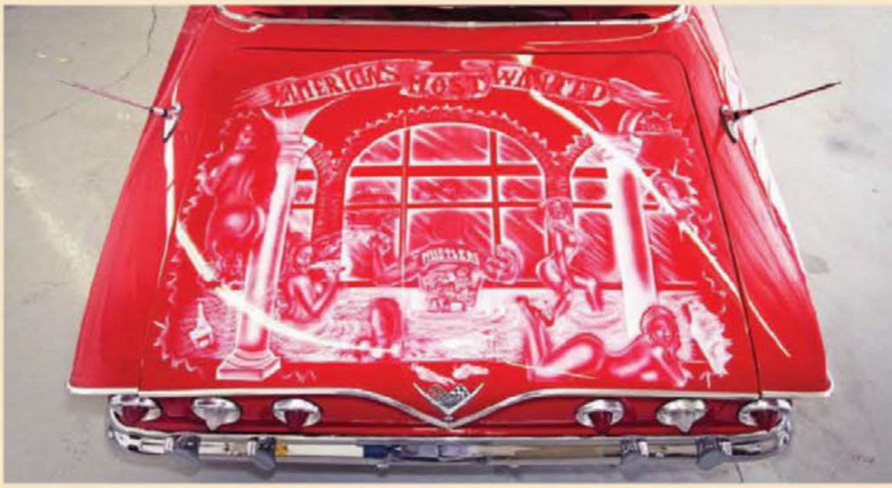
TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 1961 CHEVY IMPALA CONVERTIBLE
VEHICLE NICKNAME: AMERICA'S MOST WANTED
OWNER: GARY SMITH
CITY/STATE: WEST VALLEY, UTAH
CLUB: HU$TLER$ CAR CLUB
ENGINE: 1974 CHEVY 383 V-8 BUILT BY GARY HIMSELF
BODY/PAINT: NPR IMPORTS IN CENTERVILLE, UTAH, LAID DOWN A BASECOAT WITH LOTS OF CLEAR TO SEAL IN THE EYE-CATCHING RED COLOR SCHEME. LOS DESIGNS IN WEST VALLEY, UTAH, DID HIS FINE-LINE PINSTRIPING AND LEGENDS, ALSO IN WEST VALLEY, SPRAYED DETAILED AIRBRUSHED MURALS ON THE DASH AND TRUNK. ART BY ALEX IN NORTH SALT LAKE CITY ADDED HIS TALENTS OF AIRBRUSHED MURALS TO THE SIDES OF THE IMPALA. SALT LAKE CHROME IN SALT LAKE CITY, TOOK CARE OF THE CHROME PLATING.
SUSPENSION: GARY INSTALLED THE TWO-PISTON PUMP BY BLACK MAGIC HYDRAULICS. 8-INCH CYLINDERS SIT UP FRONT AND WHOPPING 28-INCH CYLINDERS SIT IN THE REAR. A TOTAL OF FOUR HYDRAULIC PUMPS, THREE DUMPS, 18 SOLENOIDS, AND 14 BATTERIES ROUND OUT THIS IMPRESSIVE SUSPENSION SYSTEM.
WHEELS/TIRES: 13X7 DAYTONS WERE CUSTOM ORDERED THROUGH 801 WHEELS OF SALT LAKE CITY / FIRESTONE 155/80/13 WHITEWALL TIRES
INTERIOR: TOM PAUL OF SALT LAKE CITY DID UP THE UPHOLSTERY IN AN ORIGINAL IMPALA DESIGN AND A RED AND WHITE COLOR SCHEME
SOUND SYSTEM: GARY, A MAN OF MANY TALENTS, INSTALLED THE AUDIO SYSTEM CONSISTING OF A JVC HEAD UNIT, FOSGATE AMPLIFIER, AND FOSGATE TWEETER AND MID-RANGE SPEAKERS









continued on regardless, trusting the scope of his own work. His wife and kids helped him put the car back on the frame. He installed the total hydraulic setup and ended up snapping axles like crazy. That's when he knew he had to get a little help. He called upon his friend, Moses, to build him some unbreakable axles and extra large bearings.

When it came to the powerplant, Gary wanted a reliable but powerful motor to push the heavy Impala from location to location. He built up a motor with high torque that had plenty of power to go. Gary also installed four-wheel disc brakes so there was also plenty of power to stop!

Gary thanks his wife and kids for their help and support, and he thanks his fellow club members for their help, especially with those late-night hours in the garage! ■

EDELBROCK ESSENTIALS

By Felicidad Valdeavilla
Photos by Jason Scudellari

ost of us DIY guys tend to focus on what's pretty versus what's sound. But there comes a point in time where you're going to want your ride performing as good as it looks. So when that time comes there's no better brand to run with than Edelbrock.

A trusted name since 1938, there's plenty of loyalty and longevity when it comes to this brand. Its products have been proven time and time again as a formidable brand we've come to trust and in this installment we'll be going over the basics of adding a few performance parts including a new air cleaner, intake manifold, water pump, and fuel pump.

Of course this general overview shows you just how easy it is to replace the parts mentioned so long as you've got the proper tools and an entry-level amount of mechanical skill and knowhow. Here we give you a better understanding of the installation process. ■

SOURCES:

Edelbrock
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well as in tow rigs and motorhomes. Using state-of-the-art racing technology, Edelbrock has designed these "super cooling" water pumps to provide maximum flow, maximum pressure, and equal distribution to both sides of the block within 1 percent.

Installation: It's as easy as reversing the removal process and can be done by anyone with access to the proper tools.

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INSTALLATION

Remove the screws from the pump pulsator cover and separate the lower fuel pump body from the upper fuel pump body. Rotate lower pump body to new location and start the screws by hand tightening only. Please note that the inlet and outlet must be rotated together, or the pump will not operate properly. Before tightening the screws you must make sure that the rocker arm just be actuated to and held in the "full stroke" position. This is done to make sure that the diaphragm will be pulled to and held in its maximum working position.

Once it's in place torque all bolts to the required 25-30 in-lbs. By doing these steps properly, you will ensure against premature diaphragm wear and subsequent failure due to over-stretching of the diaphragm's material when in the full stroke position.

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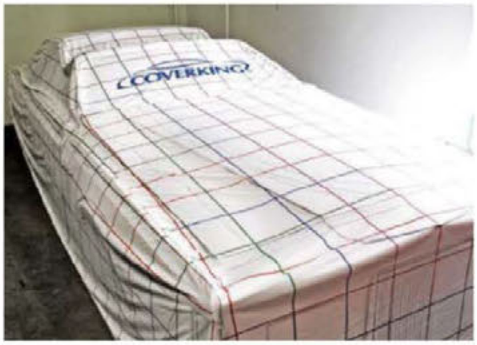
Want an air cleaner that's got smooth lines and a vintage appeal? Then look no further than the Edelbrock Classic Series air cleaner. This new line of air cleaners was created to perfectly match our popular classic aluminum finned valve covers. Three models for single or dual-quads give you plenty of options for that "just right" look on any lowrider, nostalgia rod, or muscle car. They come with medical-grade, pre-oiled cotton gauze element for excellent filtration. These air cleaners work with all popular $5\frac{1}{8}$-inch necks, for all carburetors or throttle bodies.

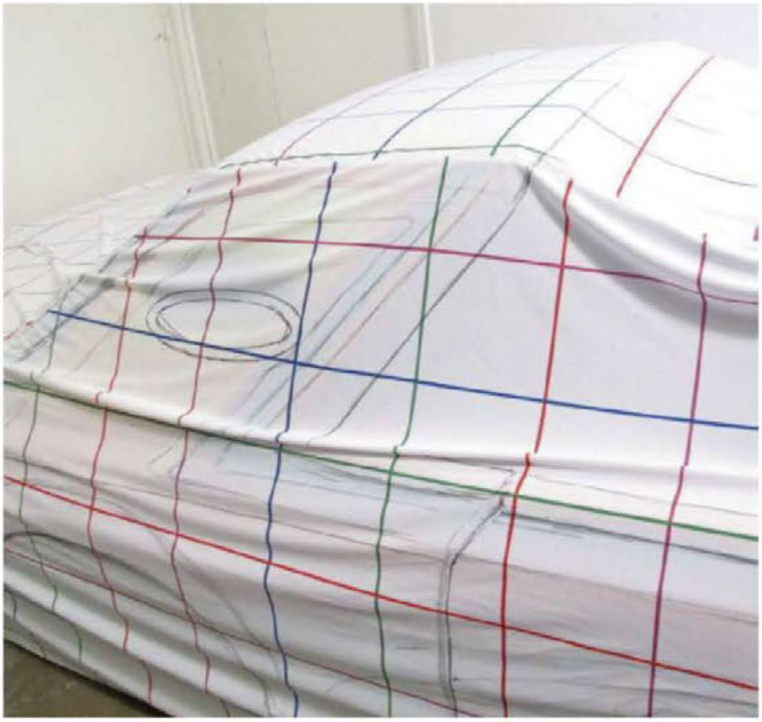
INSTALLATION: If we need to explain how to install an air cleaner than you probably have no business working on cars. But in all seriousness, simply remove and replace the bolts that hold it down.

THE PROCESS

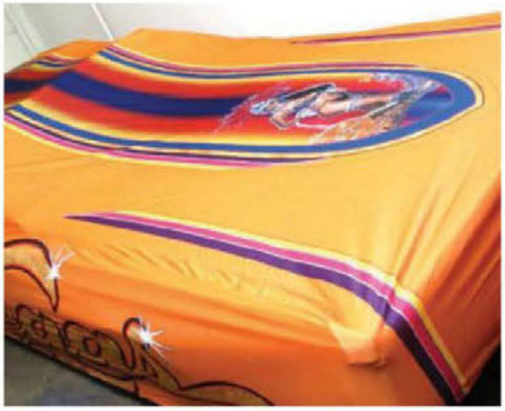
Much like how we all build our own lowriders, the staff left no stone unturned. They took into account every little detail and the results were stunning. Here's a few of the base steps which led to the final creation.

- The vehicle was fitted with a stock car cover based on the dimensions they had.
- After noticing that the bodylines had been altered they marked all areas that needed to be scanned with their 3D machine.
- The modified body parts that included the front and rear bumper sections, raked B-pillars, and chopped roofline were scanned and put into their computers.

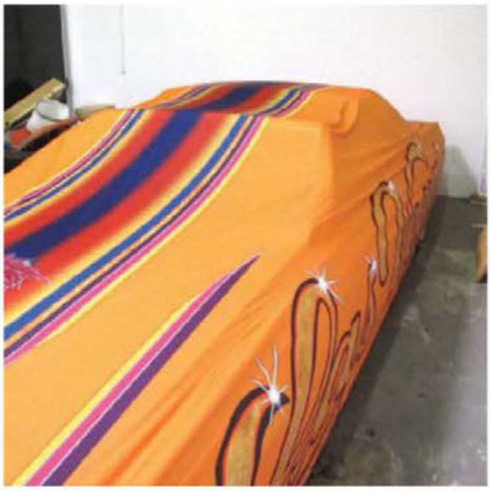




- With all dimensions in place. They cut a custom cover to check for fitment.

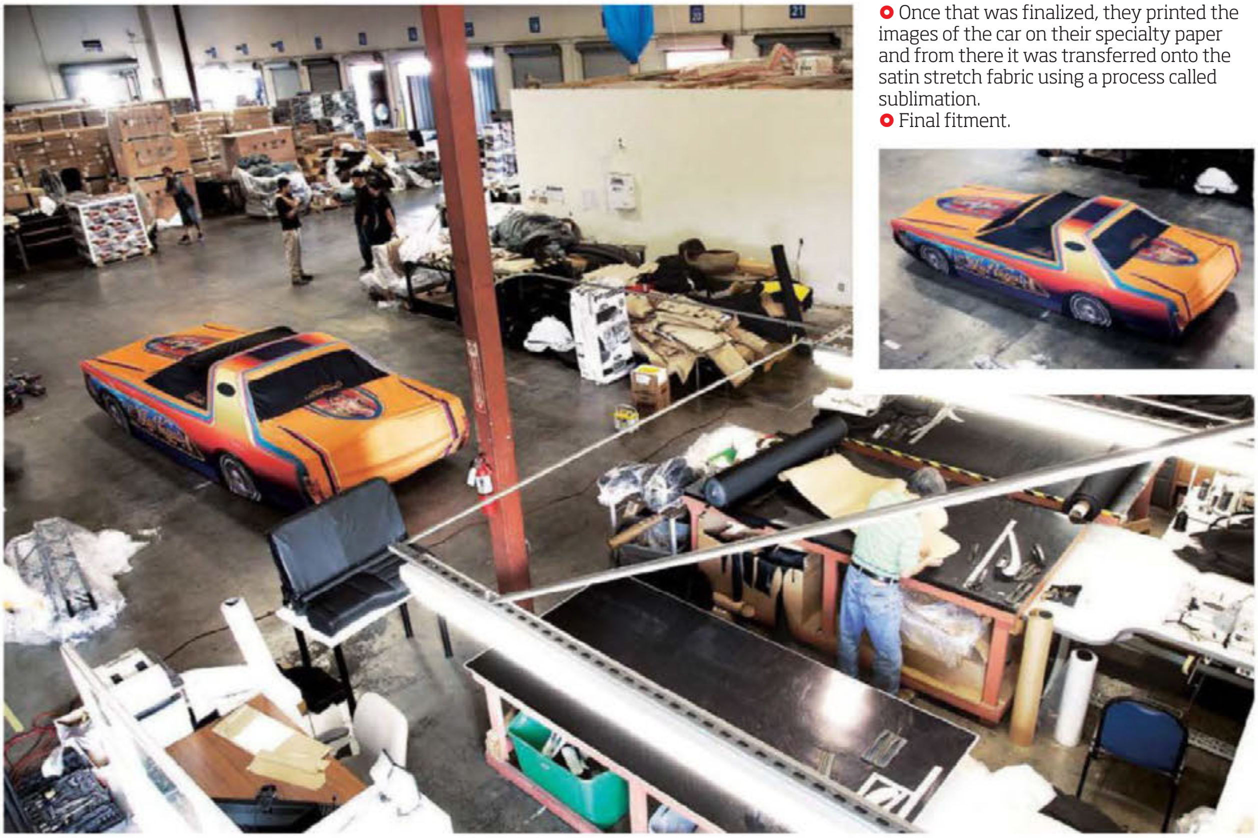


- Once the fitment was spot-on, Coverking then printed a 3D graph on the cover that would give them dimensions to work from.



- Images of the vehicle were then taken from all angles and then mated to the graph so they could ensure that all logos and patterns were mated perfectly to the vehicle.

- Once that was finalized, they printed the images of the car on their specialty paper and from there it was transferred onto the satin stretch fabric using a process called sublimation.
- Final fitment.



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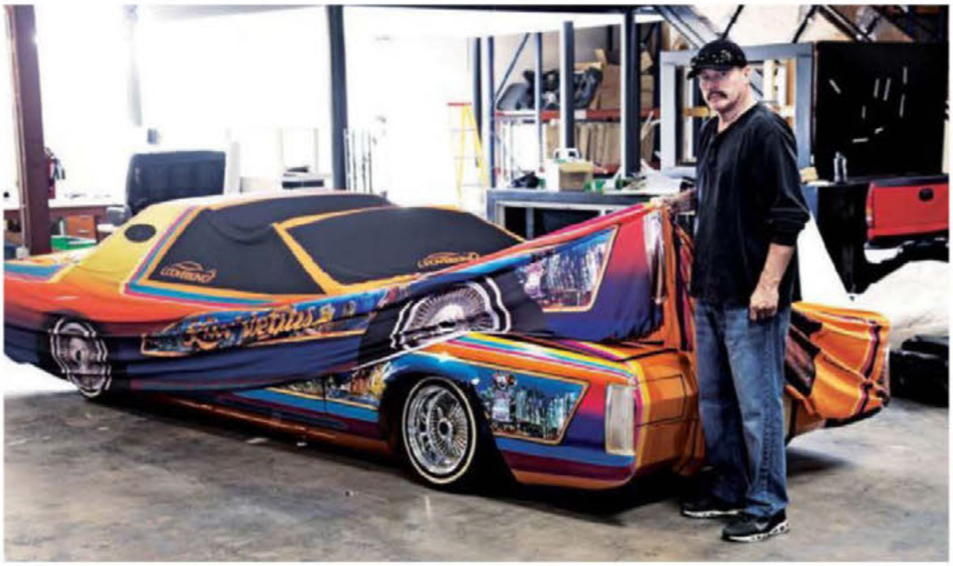
Now keep in mind that you can submit your own high-resolution photos to get a custom car cover printed because chances are they've already got a 3D scan of your vehicle. Now, if the bodylines are customized then you can call them to get your own custom car cover fitted. Of course there is an additional cost, but we already know that custom cars don't come cheap and you get what you pay for.

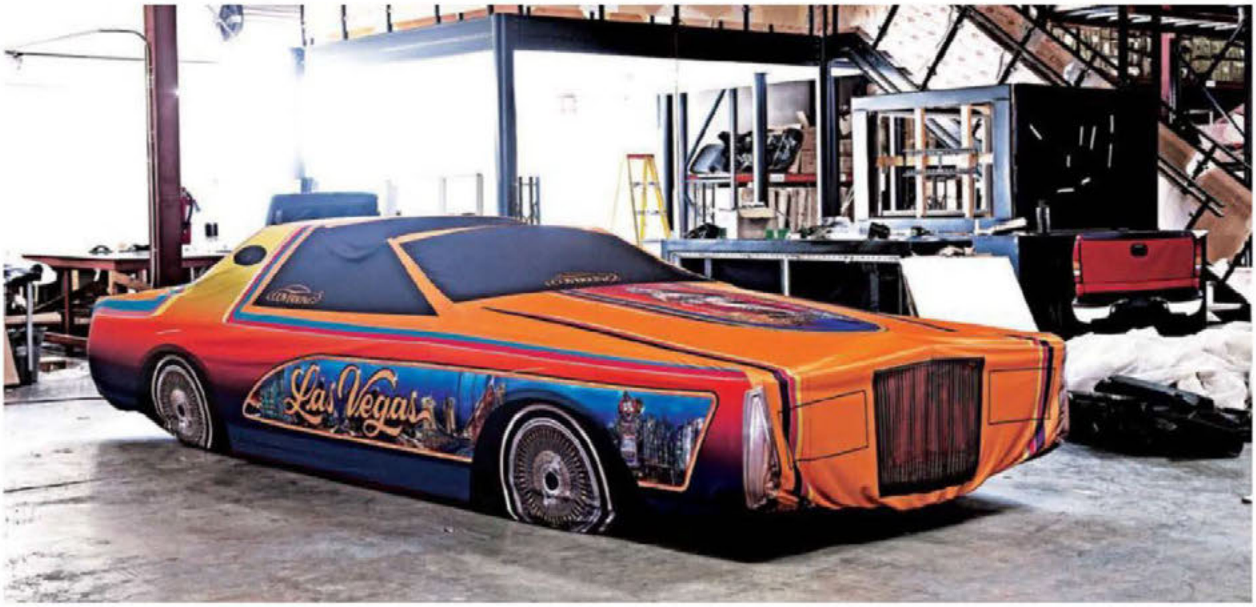


FACTS:

Total time to scan and do a custom build on this car cover: seven working days

10 yards: The total amount of fabric used to build this cover.

During this build, CFO Tony Savasta came down to check out the car and he seemed all too familiar with the woman airbrushed on the back trunk. Upon meeting Joe Ray, the owner of the car, he asked who the girl was and Joe's response was, "It was some girl I found a picture of in a magazine. It think her name is Shannon Rae. Why?" With a grin, Tony replied, "I thought so, that's my wife."



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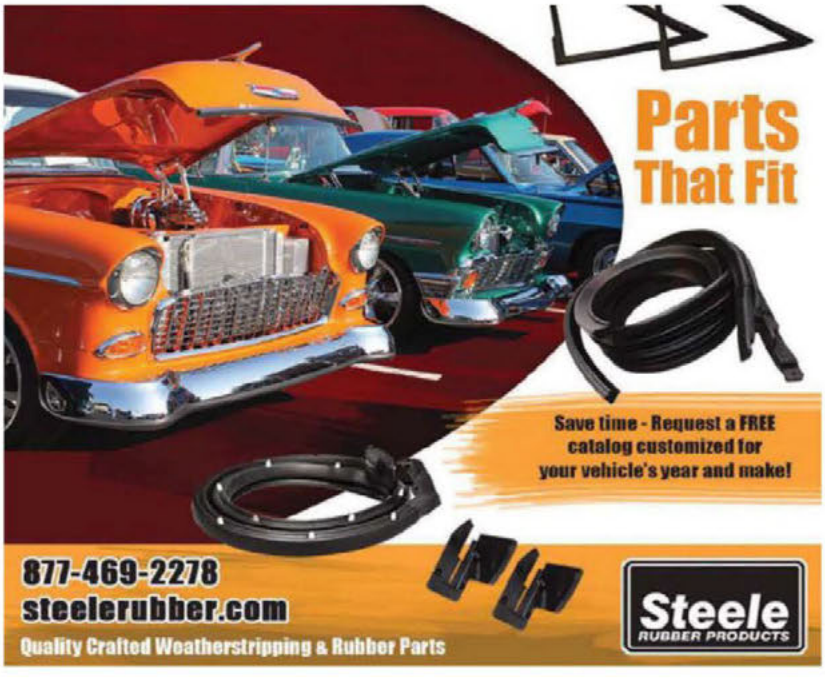

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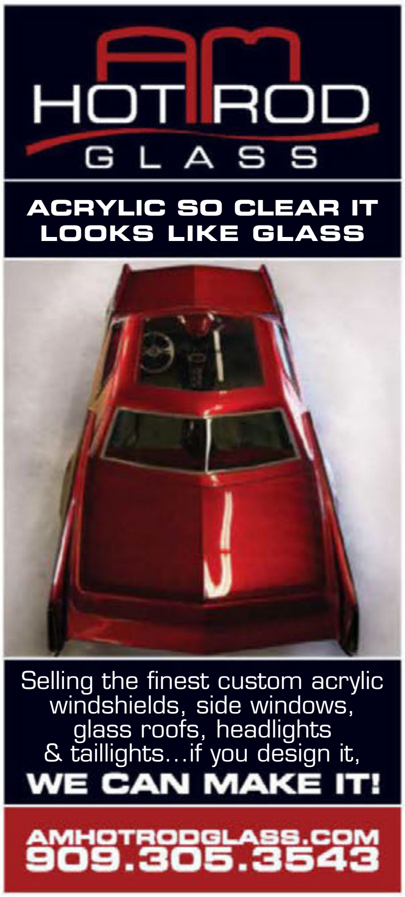
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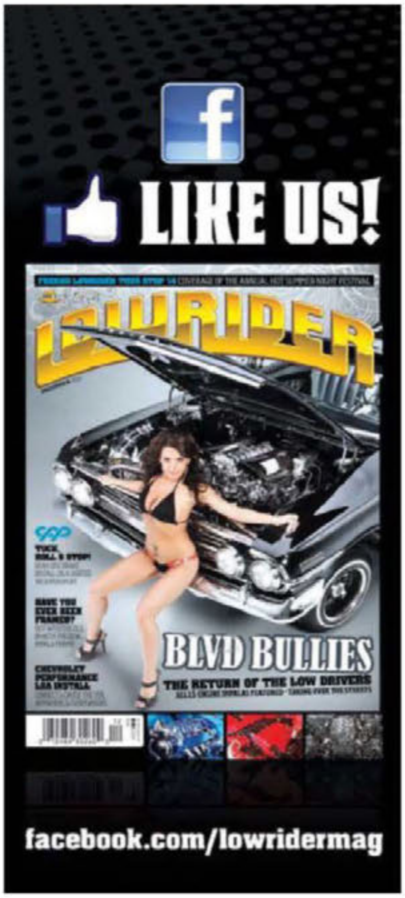
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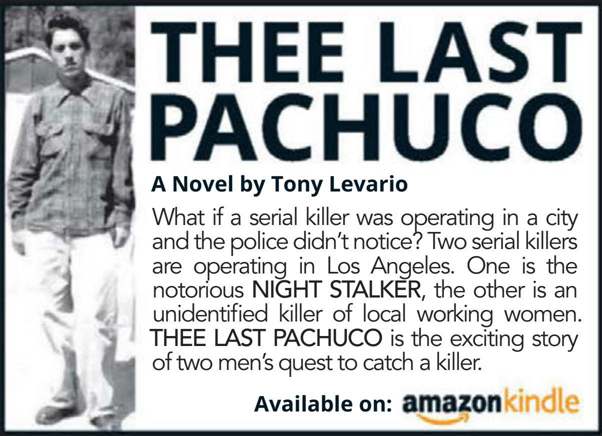

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